

Daily Universe

Brigham Young University

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Coupon books differ

Are the Cougar Book and the BYU Cougar Coupon Book—both coupon books—one and the same?

"Definitely not," announced BYU Cougar Club, Thursday.

The coupons in both books are redeemable for goods and services from merchants. But the profits are used for different purposes.

"Ours is a fund-raising effort for BYU," said Frank Winger, Cougar Club representative. "All proceeds from the sale of the BYU Cougar Coupon Books goes to the BYU Development Office.

The Cougar Book, on the other hand, is attributed by Art Haddow, a student, with all proceeds going to the individual salesmen and distributors.

"We don't do anything to do with YU," explained Haddow's partner and brother, Joe.

He added some of their salesmen have made \$300 to \$400 for themselves.

The salesmen do well with freshmen, "I said.

The BYU Cougar Club said \$16,000 has been earned for BYU development from the sale of BYU Cougar Coupon Books. "The Cougar Club members have

tickets first.

No one was too alarmed

What if they gave a fire alarm and nobody came?

That was the case Thursday when thousands of students, free during the 10 a.m. hour, crowded into the Wilkinson Center to visit with friends and eat.

The fire alarm came at the peak of the lunch. And though it lasted for five minutes and 32 seconds, no one but a few students on the 4th floor made a move to vacate the building.

"I just thought it was an elevator," said one coed. "Those bells ring all the time. Then the noise kept up, I decided it must be the fire alarm. But nobody else judged. And I wasn't going to be the only person to leave."

When the fire bell did ring, students waiting in line for football tickets were told by others perhaps they should vacate the building.

"No one moved," said one source. "They didn't want to lose their places in line. They just refused to go."

Fortunately for football fans, yesterday's bells were a false alarm. Bob Ross, ELWC business office supervisor, said crews working in the scene shop behind the Varsity Theater "probably shorted the system or flipped over the switch." When safety officials found the source of the problem, they shut the alarm off.

When asked what the students would have done had the alarm been real, Jay Miller, assistant director for the building aid, "Probably the same thing they did yesterday."



Is it... isn't it?

donated hundreds of hours to earn this money for BYU," said Winger.

Probably the biggest difference between the two coupon books is the number of coupons.

"We offer 135 coupons for \$5 in the BYU Cougar Coupon Book," said Winger.

Haddow said the Cougar Book contains 30 coupons. He further explained the Cougar Books are sold for \$2 per book to salesmen who can sell them at their own prices.

Tickets a crowded issue

By PAM ELROD
University Staff Writer

Trying to distribute 11,000 tickets to 20,000 people is not an easy task.

Athletics Office personnel discovered the scope of the problem as they handed out all 11,000 tickets allotted to the

Elder Romney here

"The membership of the Church has come to know him as a fearless and courageous defender of the faith and possessor of outstanding leadership qualities."

This is how President Harold B. Lee describes Marion G. Romney, Sunday's 10-Stack Fireside speaker.

Elder Romney, who serves as second counselor to President Lee, will address BYU students Sunday at 8 p.m. in the Marriott Center. The BYU Third Stake is sponsoring the fireside.

Elder Romney, who was born in Colonia Juarez, Mexico, on Sept. 19, 1897, called to the Council of the Twelve with a broad background of varied experiences in both Church and public service.

Eight days before Elder Romney was born, his father, George S. Romney, was called on a mission to the Northern States, and of this period his mother said, "With no visible means of support... we were confident that the Lord would provide for us, too." They adopted a pioneer family motto of "Eat it up, Wear it out, Make it do, Do without."

This family philosophy provided the base of Elder Romney's extensive work in the Church welfare program, for he has said "honesty and work are to be enthroned in the lives of this people."

In 1912, during the Mexican Revolution, he was assigned to lead his family out of his home in Mexico to the United States. As they were



Elder Marion G. Romney

leaving, bandits accosted the family and stole their total savings of 20 pesos.

Elder Romney's love for the Mexican people remained however, and one of his assignments has been to administer the Mexican, Central American and Spanish-speaking missions in the U.S.

Elder Romney served a mission in Australia, after which he graduated from Ricks Normal College and the University of Utah. At the age of 34, he had acquired a law degree and served in political circles as a state legislator.

office. No more tickets are available for the Utah State game Saturday.

Students without tickets may enter the stadium on their activity card alone, but must wait until 15 minutes after the opening kick off.

"Never has a BYU student been turned away from a football game, and there

never will be," explained Randy Smith, vice president of Athletics.

The big problem today, Smith explained, was 15,000 to 20,000 people wanting 11,000 tickets.

"We had 16,000 requests for block seating and had to cut it 50 per cent because we only had 8,000 tickets for block seating," he said.

Fifteen hundred seats went in card seats. Almost 250 tickets were taken in the lines with the remaining 750 being sold to students for guest passes.

Two counters will be set up for ticket distribution in the ELWC next game to relieve bottlenecking in the halls. Athletics Office officials hope this will eliminate the long waiting time also.

Smith is considering a proposal to give each student an allotted time according to the last digit of his student number in which to pick up his tickets. This system has not yet been adopted.

"Every student," Smith said, "is entitled to only two tickets if he is in the line when tickets are available. It might eliminate some confusion if students would remember this and also that it is on a first come, first serve basis."



Crowd waits for ticket distribution



Photo by Randy Whitlock

Search ends

Searchers showed up this morning at Cedar Crest Apts. to look for David Wayne, 24, Salt Lake City. But before the search began David showed up at his aunt's home in Salt Lake City.

Four alternatives

Canyon road discussed

The Highway Department is holding a hearing on the Provo Canyon road in order to prepare for an up-coming public hearing.

The Utah County Commission met Wednesday in a joint council meeting with the heads of the county departments.

One of the topics of discussion was the up-coming Provo Canyon

Highway public hearing which will be held after Jan. 1.

Sterling C. Davis, from the Utah Department of Highways represented the department at the council meeting and discussed some of the problems connected with the Provo Canyon affair.

He stated alternative routes between Provo and Heber had been looked at but suggested that the cost and environmental impact had foiled these attempts.

"There are four alternatives," Davis stated.

Do nothing at all.

Modify existing road, flatten some of the sharp curves where you can, add pass lanes where there is room, if possible leave everything alone.

Alternate four-lane facility.

Alternate two-lane facility.

Davis said that it was hard to place a dollar value on what Provo Canyon means to people of Utah.

Daily



Universe

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WESTERN WEEK IS COMING!

No more heroes

No glory in war, says poet

Guilt, shame and the murder of innocent civilians has replaced the traditional field of glory once associated with war. This theme, presented in a guest Humanities and English Department lecture Thursday, traced Western civilization in poetry from the time of Homer to the Vietnam conflict.

Dr. Anthony Ostroff, poet and critic from Lewis and Clark University, explained in the lecture humanity has evolved over a period where magnificence as matched with tragedy in wars, battles of today where there are no heroes.

Ancient writer Homer showed battles to be great tapestries woven with emperors, princes,

and kings. There was no room for the ordinary man in the romantic excitement of war, Dr. Ostroff said.

He added it was not until the middle of the 19th century the common man was even associated with war. It was largely through the efforts of Walt Whitman the ordinary man was acknowledged, but even then Whitman glorified war as shown in his poem "Leaves of Grass," said Dr. Ostroff.

During the Spanish American War, new machinery methods were tried out and these methods were used extensively during World War I. World War II killed the glamour of battle as people began to realize what it was really

like, claimed the guest speaker. Even the charm of a new knighthood, the Air Force, died as the mechanized slaughter of men was revealed.

"The guilty innocence of the soldier was pardoned by this time," Dr. Ostroff added. Thomas Hardy explained this idea as being one of "do and kill" rather than "do or die."

WORLD WAR II brought out clearly the guilt associated with the war. The nation realized that there was no great glory in fighting, and this realization became irreversible, Dr. Ostroff said.

"War is viewed as a 'love of death' in the Vietnam conflict. No national hero from this war can be found, and the best-known soldier is Lieutenant William Calley," he added.

"War is viewed as a 'love of death' in the Vietnam conflict. No national hero from this war can be found, and the best-known soldier is Lieutenant William Calley," he added.

"Do you remember when a woman practically had to be superhuman to land a job in industry or many other jobs?"

This question was posed Thursday by Mrs. Helen Bentley, the only woman member of a government regulatory agency, the Federal Maritime

Commission) at a luncheon

sponsored by the Women's division of the Provo Chamber of Commerce, in the ELWC Ballroom.

"But today she only needs to be a little bit better than the man to get the job," she continued.

Mrs. Bentley said she felt too many women have a "token liberation" and don't realize that if they have a man's job, they must work their fingers to the bone for the job.

"Today's women need freedom where they will do the most good, and most women are best in homemaking and child rearing," she said.

Mrs. Bentley commented the "so call" women's liberation has a very high regard for a man whether he is at her side or working with her at her side.

She mentioned a housewife should never let her role is limited to housewife and suggested she could do various volunteer jobs in the community, such as aiding in drug control efforts.

Noting that most women have a strong sense of identification with other women, Mrs. Bentley said women felt pride and joy for women in the House of Representatives.

"Why then are no women in the State Senate?" she asked.

UCHE will
adjust to
withdrawal

Following the withdrawal of BYU and the University of Utah from the Utah Conference on Higher Education, Conference president Charles M. Monson, Jr., announced that the program would readjust its form for the fall semester and Utah schools.

A. Lester Allen, BYU Sterling committee chairman to the conference, has said though there could be no institutional membership from BYU, individual memberships from the campus could still be possible.

The decision which stripped the conference of 65 per cent of all faculty members of the schools of Utah was announced last Friday night at the annual meeting of the conference.

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Attorney General

Candidates banter on KBYU

Repeated berating by television viewers kept Thorpe Waddingham, Democratic contender for attorney general, busy answering accusations on Wednesday's edition.

Atty. Gen. Vernon Romney met Waddingham on KBYU's question and answer program to air certain disagreements on campaign issues. There seemed to be little and often no disagreement on several of the major issues as presented in the viewers' question.

Challenges came in reference to commercials run by Waddingham that included the burning of money. The objective of the advertisement was to expose a money waste within the attorney general's office.

Waddingham avoided answering the question directed to him on grounds that he was "a lawyer and he could not ethically expose cases or information in cases that are presently in the courts."

Romney took issue with Waddingham's statements and attempted to clear himself by pointing out recent figures released from his office relevant to money and welfare. "We have, in the past four years collected \$2 million from defaulting fathers and welfare cheaters," he explained. "This doesn't sound to me like unnecessary waste or money burning on our part."

Romney preluded his interview with remarks to the effect that he believed "the best politics is good government." Waddingham agreed.

Violations, root of accidents

Negligence is the cause of 99 percent of all campus vehicle accidents, Lt. Col. Albert W. Kehshaw, assistant chief of BYU security, reported this week.

Last year 168 on-campus accidents were reported and investigated. In almost every case, someone violated campus driving regulations.

Numerous bicycles on campus increase the chance for accidents. Riders of bikes are requested by security to remember that they are subject to and must obey all traffic rules governing motor vehicles.

If pedestrians would obey all regulations and all bicyclist and drivers of motor vehicles obey all traffic rules, there would be a significant reduction in the number of traffic accidents on campus each year, said Kehshaw.

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and added that political service was "indeed a sacred trust."

Both candidates agreed that capital punishment was necessary evil. Romney, taking the more avid pro position, Romney gave various crime statistics in support of his stand.

Major emphasis was placed on existing consumer protection programs. Waddingham pointed out that he believed such a program had not been initiated as an offshoot of election time. Romney quickly refuted this accusation by citing instances from previous years in his administration when these plans were in use.

Debate ended with discussion of

state welfare cuts. Both agreed that the able bodied man should work and that only those persons in genuine need should be cared for by the state.

Blood needed

B-negative blood is needed Thursday, Sept. 28 for a Magna man who is having open heart surgery, according to Craig Griffith, vice president of the ASBYU Office of Student Community Service.

Persons able to donate are asked to call and contact Griffith between 12 noon and 3 p.m. in 424 ELWC, ext. 3901 or the ASBYU receptionist on the 4th floor ELWC, etc. 3901.

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Strike, Rampton toss barbs

SALT LAKE CITY (AP)—Utah's two gubernatorial candidates met yesterday over breakfast and GOP candidate scholars Strike claimed to be running on his Democratic platform, who left before Strike.

Governor Calvin L. Rampton gave a general speech about environmental problems without referring to his opponent or the campaign.

Both spoke to civic leaders at a chamber of commerce breakfast.

Strike said he considers himself a good friend of the governor, adding, "It's very difficult for me to set up an adversary relationship with Gov. Rampton."

Football aid for girls

"Powder Puff" football enthusiasts will be offered free admiring in a workshop at 11 a.m. the Varsity Theater, ELWC, today.

BYU varsity football players all offer a short period of instruction and film on the game. The group will then retire to play the MacKay Quad where more football players will assist the young ladies in several games.

Kathy Christensen, women's activities vice president, invited all interested girls on campus to attend. "It looks to be a fun afternoon for everyone," she said.

Strike said Rampton "should have run as a Republican and faced me in the primary, and we'd have had it all over."

Strike said there were five major issues in the campaign: unemployment, lack of industrial development, rising taxes, labor laws and the fact Rampton is seeking an unprecedented third term.

STRIKE SAID there are contradictory polls on his progress in the campaign, but the one he thinks most accurate shows he's picked up nine points on Rampton in the past two months.

He said he will tell all the folks show him ahead of the governor.

"It's time we change from government by a politician to government by a citizen," Strike said.

Later Gov. Rampton said making problems at the Utah State Prison a political issue is dangerous and could increase tension at the institution.

He also said in a televised news conference that Sen. George

McGovern, the Democratic presidential nominee, probably will not visit Utah during his campaign.

Rampton charged his Republican opponent, Nicholas Strike, with trying to make "political hay" of the prison difficulties. "This is a dangerous thing to do," the governor said. He said this "could very well increase tension within the prison."

Strike has charged the prison's problems have been mounting under the noses of officials and has questioned whether Rampton sought to de-emphasize the matter because of the election year.

Seminar set for Saturday

Non-falltime BYU faculty who teach at BYU Continuing Education Center in Salt Lake City, Ogden and Idaho Falls will attend the Special Faculty Workshop Saturday, Sept. 23 beginning at 1 p.m.

Participants can register in the ELWC Varsity Theater foyer. The opening session will be in the Varsity Theater.

Dr. Earl V. Fullan, professor of higher education from University of Southern California, will speak on "The Nature and Meaning of Adults in Modern Education."

The activities include a dinner, presentation of awards and a seat at the football game between BYU and Utah State University

Frosh election

Polls will open at 8 a.m. today for the freshman class primary election. Elections will run from 8 a.m. to 5 p.m. today and tomorrow in the ELWC Reception Center.

Results of the primaries will be published in the Monday Magazine section of the *Daily Universe*.

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Recipes

Complaints

rack up, racks don't

The space race for BYU's bike buffs is on and sputtering to a hopefully happy solution.

At the moment, the number of complaints received by the *Daily Universe* and officials at the University, BYU Security is counting the racks available on campus to match with the number of bikes registered.

Until the purchasing reports that no additional bike racks have been secured during the last five years. And yet Security Chief Sven Nielsen reports there are from 10-12,000 bikes at BYU this year.

At the moment, an officer is counting all the bike racks to find out exactly how many there are—this time taking into the count the number of slots that

face walls and bushes or are otherwise unusable.

We are sure they will find the facilities inadequate and would like to call for a moratorium of tickets on their part too while the process is being undertaken. As yet, Provo has not responded to a similar request.

If the university is not able to afford racks, then ASBYU can. Fund allocations for this type of convenience would be wise and proper considering the number of students involved.

If the problem is where to put them, we might take a tip from the University of Arizona. They have been experimenting successfully with the concept of a "bike park"; a special area is cordoned off and designated

specifically for bicycles. According to university officials, it has cut down on nearly \$7,600 worth of stolen bicycles over the previous year and solved parking problems.

Such a thing could be done in the Bookstore parking lot. By cutting out about five parking spaces for cars, possibly 500 more bikes could be accommodated.

We are glad Chief Nielsen and his men are trying to work out the situation and would only encourage them to move ahead quickly and search all possible avenues of resolution. Otherwise, complaints will rack up a whole lot quicker than the racks themselves.



editorial

Horn of plenty hollow

The American horn of plenty is hollow. For at least ten million poverty-stricken citizens, there are holes throughout the national food plans which mean only hunger to them.

Sure, we all know about the starving children in Africa, Asia and South America. So we ate all the food on our plates. But what about the neighbor in the next county looking through the window while the rich get fat?

This morning over ten million Americans started the day with a depleting breakfast ranging from nothing to vitamin-deficient tortillas and beans. For lunch they will have more of the same—more of nothing.

The government has had plans to do something about it but it appears they have failed. First came the food supplement program. According to statistics, less than 25 percent of the poor families will receive their ten pounds of peas, 20 pounds of flour, 20 pounds of wheat, six boxes of powdered milk, and ten pounds of peanut butter this month through the program. Most will receive nothing because the distribution areas are some 50 miles or more from their homes.

Meanwhile, farmers will be paid to stop planting crops. Pigs will be slaughtered and the product destroyed because there is no market. Crops will be plowed under because they can't be sold.

Then there was the highly-touted food stamp program. Many under-privileged people can buy food stamps once or twice a month that allow them to feed their families for far less than the middle-class family.

But there will be about nine million people who can't come up with the \$70 required at one time to purchase even a two week supply. And what about those many who can't afford anything because they can't find jobs, having been replaced by machines?

This year the United States will pay out billions of dollars to aid poverty stricken people around the world. Hundreds of millions of dollars will be returned to the budget by the Department of Agriculture—under which the food supplement and food stamp programs are administered—because they feel that the two programs are run efficiently without those funds.

Obviously, they aren't. The solution may rest with the Department of Health, Education and Welfare. Food programs might grow under their sponsorship. At least they are concerned about the individual's welfare.

We are welcome to the club

In case it escaped your attention, two weeks ago Wednesday was "Be Late For Something Day."

Sponsored by the Procrastinator's Club of America—most famous for holding Christmas in the summer—the observance was supposed to create a release from the stresses and strains resulting from a consistent need to be on time."

At the time of observance we intended to publish an editorial commending "Be Late" day—but somehow we let it slide.

Westerns soon to draw blanks

"Mister Dillon, Mister Dillon, what's that in your holster?"

"It's a pea-shooter, Chester."

"But Mister Dillon, how are you going to get them varmints with a pea-shooter?"

"...varmints, that's simple. They only have pea-shooters too."

Such may be the lament for "Gunsmoke" if the Federal Communications Commission holsters the marshal's guns as part of their crackdown against violence. In future shows, we may see Marshall Dillon as an amiable fellow with good advice for citizens gone astray—a sort of Mary Worth and Ann Landers clad in kick-breeches.

According to rental man Ed Stenscheid, 7,000 firearms are the backbone of Hollywood's make-believe bang-bang, there hasn't been much of a change in this year's rentals to TV. "Blank ammunition sales are off a little, though," he added. Possibly this means that they are waving as many guns as before but not firing them.

Should the FCC continue to pop off in dismay over gunplay,

we could be in for a future of "clean television." Which brings out some fascinating questions.

How, for example, will they handle gunfights in the *Clue*?

Perhaps the Clueans and Earps will approach each other menacingly and then Wyatt will say to Ike, "Things have gone too far. I challenge you to a footrace right here and now!"

And Bob Ford, instead of shooting Jesus James, will merely say: "You are an unspeakable cad, Jesse, and I never will speak to you again!"

Or Annie Oakley might face a man who is criminal with his Colt 45 and maybe very demurely, "Stop pointing it's rude." At which point she would dismantle his grip with a boomerang.

Wyoming's infamous Johnson County War will be more difficult to teleview. There were so many gunmen—sorry, people—involved. But very likely the TV script writers can portray the showdown between the big ranches and nesters as an early-day rugby scrimmage.

It may not be impossible for

newers to live with such things on their screen. But what about the wonderful, gun-filled ruffians of Jack Elam or Bruce Berlin? They can't easily be portrayed as villains without killing in their cases.

Will these fellows or any of our cowboy heroes make it alive when, at the climax, the he punks the villain in the ear with paperwad? There are a limit number of ways to say "Ouch."

STUDY OF BURGLAR ALARMS

MOUNTAIN VIEW, Calif.—GTE Sylvania Inc., under a \$77,000 contract to the U.S. Department of Justice, is seeking ways to reduce burglaries a robberies in small business single-family residences a apartment buildings.

The company is conducting a study to determine requirements for reliable and economical alarm systems.

Evaluations of alarm systems currently on the market are being made and the study will include information on what, if any, security equipment should be developed and tested.



"WOW! LISTEN TO THE CROWD, TED... I THINK I'M FINALLY CATCHING ON!"

Obviously nothing to sneeze at

A nation capable of conquering outer space ought to be able to conquer the common cold, right?

Wrong. At any rate, the National Institute of Health has thrown in the towel and after years of trying will no longer seek a vaccine to cure colds.

The job, it seems, is just too big for medical science.

Just how big can be seen from the fact there are at least 113 viruses known to cause a cold. And those viruses can join in varying combinations to bring on a cold. And 11 multiplied to the 113 power...uh, well, work it out on your own computer. That's how many different vaccines evidently would be needed.

The winner and still champion: the common cold.

Intercepted Ticket Passing

I thought it might be useful to new students if someone submitted a list of things to do while standing in line for tickets to the following:

- 1) Dodel.
- 2) Dodel, which friends you will call when the assignments were in three classes you are in the process of getting.
- 3) Read *The Rise and Fall of the Roman Empire*.
- 4) Meet a new member of people who are in front of you.
- 5) Think of other places you and your friends will probably go to Saturday night.
- 6) Remember it is 1981, and you are not going to be able to go to the football game in line for bread.

II) Ask yourself, "Is all this necessary?"

Howard Olsen

Colorado Springs, Colo.

CAMPUS KINDNESS

Editor:

Very often on this campus I see things that move me to my inner soul. I am sure you have seen them too. For the past three years since moving on to this campus I have seen many people stopping on their way to school and classes to stand at attention while our treasured alma mater was raised in a most beautifully singing anthem was played. This morning I was later than usual

and was a few blocks from campus when I suddenly noticed all the students were standing at attention. I asked myself what was going on and although that far from campus they were paying their respects to our beloved alma mater.

That simple act has really touched me this morning, and the lovely words of the anthem have stayed in my soul since Devotional. That dear old band had been in Viet Nam two years ago, and is now in the active service. While everybody was hurrying to class, I stopped to stand at attention to the Sherry to study, since it is pretty far to the Marrow's Conjur in a wheelchair.

After the anthem was over I stopped and asked if *He was going to* Devotional. He mentioned that he would be in the hall when he didn't know Brad Duman was speaking. Since Brad Duman didn't know that he decided he would be in the hall. I then pointed to this letter as that, that precious moment when Brad Duman had my offer to take him over there, and this was kind enough to sit with Brad and his wife.

Acts of kindness and consideration like this are entirely too few these days. I would like to thank all of you for your personal thanks to that dear student, and to all the wonderful students who do things for others. And they are right.

A reporter will often have an unspoken trust with his source. This gives the source to speak more expansively and it allows the reporter to improve his skills by knowing what material to use. Fugitives, minority members, and expenses of government corruption also demand trust.

If a reporter through a subpoena betrays a trust the source will often run away. Consequently, it is an absolute necessity for reporters to gather as free of government interference and to be spared the chilling effect that he might have to disclose his sources.

Reporters too are subpoenaed not because they have information which is otherwise unattainable but because the government does not want to reveal their own paid informants and eavesdropping methods.

It simplifies the work for lazy or incompetent prosecutors.

Since the government wants information, why shouldn't all citizens be utilized to save police time and money? If journalists, why not social workers? Guidance counselors? Psychiatrists? Ombudsman? Parents? Friends?

And they are right.

Buttons

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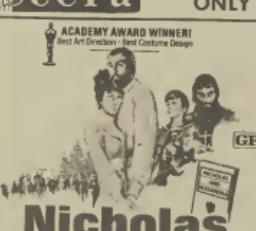
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Howard Olsen

Colorado Springs, Colo.

CAMPUS KINDNESS

Editor:

Very often on this campus I see things that move me to my inner soul. I am sure you have seen them too. For the past three years since moving on to this campus I have seen many people stopping on their way to school and classes to stand at attention while our treasured alma mater was raised in a most beautifully singing anthem was played. This morning I was later than usual

These are the things that help us all to want to be better. I do know there are many on our campus who are drawing strength from them. Please pass along your annotations and experiences at BYU.

Leah Parker

Students Activities Sec.

GRATITUDE FROM ABROAD

Editor:

I would like to express my gratitude to the BYU Special Services, and to the College Edition, for their support and for their performance here in Ludwigshafen, Germany, on August 1972. Their hard work and spunk and outstanding performance made for a lasting impression of BYU. The College Edition gets all the credit due them for their work. I would like to thank them here in Europe. Thank you for "The College Edition," the USO and especially to BYU for the fine miniseries too.

Carl Lundholm
Star City, N.Y.
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U.N. Assembly head

'trep-CHIN-ski's' life varies

UNITED NATIONS, N.Y. (AP) — The president of the 17th General Assembly is a life-of-the-party Polish economist who is an element among film fans, fine cars or college students.

Deputy Foreign Minister Stanislaw Trepczynski is also a lover of boxing and soccer and is known at home for helping the movie council decide to buy "Bonanza" for Polish television along with 200 other productions.

He proposes toasts in French, Russian, German or English, but he's best at French and that will be his working language.

A Polish journalist writing how to pronounce Trepczynski's name grabbed his chin and intoned: "Say trep-CHIN-ski."

For sale: one church, cheap

NORFOLK, Va. (AP) — Old Christ Church, a Norfolk landmark since 1828, was offered for sale this week for \$1.

There are not expected to be many, if any, takers. The buyer must agree to recondition the building.

This would cost \$300,000 to \$400,000, according to the present owner, the Norfolk Redevelopment and Housing Authority.

The building was designated a Virginia landmark by the State Historical Landmarks Commission in 1971.

The authority's board of commissioners said the building's buyer could renovate the interior spaces. The exterior would have to be restored as it was in 1828.

If a buyer cannot be found, the old building will have to be torn down as a public hazard, said Jack H. Shiver, the authority executive director.

Termites have weakened the roof's supporting beams.

The name is well-known in Poland where Trepczynski's father was a lawyer, his wife is a prominent physician and his sons study chemistry at a university. Trepczynski is a favorite guest at Warsaw University events.

At 45 years-old, Trep was the choice of the Eastern European bloc and assumes the presidency after a ceremonial election. The job rotates among regions: Indonesian Adam Malik, 54, stepped down as president today.

Friends say Trepczynski is emotional in private, reserved in public and skillful with delicate issues. On Sept. 1, U.S. Ambassador George H. W. Bush fielded a question about Poland's refusal to pay \$5 million in peacekeeping assessments with a promise that as president he would "participate in efforts aimed at a solution."

He has pinpointed two issues as most vital among the more than 100 items on the assembly's provisional agenda: international security and disarmament.

He is also capable of criticizing the U.S. for its policies, saying it is plagued by ghosts of the cold war "still haunting the edifice." The absence of two Germans is "a complete political anachronism," he has said.

Trepczynski joined the Polish Workers party at 22. He became secretary of the Polish Peace Committee in 1951 and appeared at the World Peace Council meetings in Prague and Vienna.

He was a leader of the 48th

AUSTIN (AP) — Thirty-one students from the Lyndon B. Johnson School of Public Affairs are getting a different prospective on the world this summer. This summer they're serving as interns in government offices throughout Texas and across the country. Summer internships are required between first and second year studies for every student at the LBJ School, a graduate program of the University of Texas at Austin.

Conference of the Interparliamentary Union in 1959 and in 1960 was secretary of the World Federation of United Nations Associations. He has been a member of the Central Committee of the Polish Communist Party for nine years and since 1971 has been Poland's deputy foreign minister.

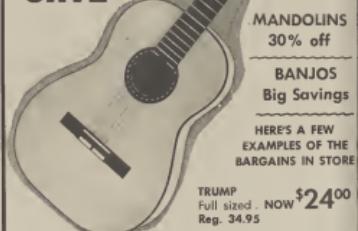
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SECTIONS: Section 1 — Sept. 25 - Nov. 29, 1972
Monday, Wednesday 5:00 - 7:00 p.m.
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Thursday, Friday 5:00 - 7:00 p.m.
ROOM: 241 SFH

For further information, contact Paul Warner, room 242 HRCB, 374-1211, ext. 3784

Hang Ten

An unidentified skating object breezed across campus yesterday taking advantage of the late summer barefoot balm. *Universe* photographer Randy Whitlock captured the moment. "Roll em."



Teaching spots open

The Teacher Clearance Office (TCO) will accept applications for Winter Semester student teaching until Friday, Oct. 13, according to

Admission hints offered for pre-med

All pre-med students interested in applying to the George Washington University medical school should attend an information session this Saturday at 4 p.m. at 253 MARB.

On hand to answer questions and offer hints and suggestions concerning admission and the MCAT preparation will be Dr. Cecil B. Jacobson, member of the G.W.U. admissions committee.

Anyone having questions may contact John L. Peterson at 373-8891.

Fly at the 'Y' for credit

By UNIVERSITY NEWS SERVICE

Flying enthusiasts now can earn college credit while training to receive their private licenses in sail planning and power flight.

Up to three hours of credit are available in each of the two new flight courses being offered by BYU's Department of Special Courses and Conferences.

The two courses include ground school at BYU and flight training at Heber Valley Airport for sail planning and at Provo Airport for power flight, according to Mark Sumson of the department.

The ground schools began Wednesday, at 7 p.m. in the Wells ROTC building.

The ground schools will be taught by Air Force ROTC personnel who have schooled hundreds of cadets in flight training, said Col. R. A. Baldwin, AFROTC unit commander.

The unit is the only one in the nation to participate in a civilian flight training program and BYU is the only school in Utah to offer college credit for both types of flying courses.

The flight schools will be conducted by Heber Valley Flying

Eldon H. Packett, coordinator for TCO.

TCO office hours are from 10 a.m. to 5 p.m., except during Devotionals and Forums. The office is in Young House North, 1430 North.

Students may obtain applications by purchasing the "Elementary" or "Secondary Student Teaching Packet" at the Bookstore. Full instructions for applying are in the packet.

Students should submit applications according to the following schedule: A-F by Friday, Sept. 22; G-M by Sept. 29; N-T by Oct. 6, and U-Z by Oct. 13.

Applications for students interested in the Individualized Secondary Teacher Education Program (ISTEP) will be accepted during this application period for Fall Semester 1973 and for filling Winter Semester vacancies

Services in Heber and Interstate Aviation, Inc., in Provo, Sumson said.

Successful completion of ground school and in-flight training will qualify participants for their private licenses.

Health prof gets award

By UNIVERSITY NEWS SERVICE

Dr. Alton L. Thygerson, associate professor of health science at BYU, has been awarded an annual safety award by KSL Radio and Television.

Utah Governor Calvin L. Rampton presented the KSL award to Dr. Thygerson at a recent Kiwanis Club meeting at the Hotel Utah in Salt Lake City. The BYU professor was cited for "outstanding service in the cause of safety."

Dr. Thygerson has authored three books on safety and is a member of the National Council's Committee on Teacher Preparation and Research.

portraits by Revoir

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Cougars host Ags for intrastate donnybrook

Edwards and Co.
seek number two

By LEE BENSON
Univ. Sports Editor

The wagon wheel, the behive boot and a whole lot of pride goes on the line tomorrow night when Utah State comes to meet BYU in the latter's lair—winner take all.

The wheel, which the Ags have had since last year when they clobbered the Cougars 29-7 in Logan, will be rolled into the winning school's student center, postgame.

The boot at stake, at least partially, is the trophy awarded each year to the best grid group in the Behive state. The Ags have it presently, and the Cats are expected to give them the best fight for its possession after 1972 is history. Saturday's game will give either team an early season lead in the race.

The game should be a dandy. Both teams are confident of better-than-average campaigns this year. Under new Head Coach LaVell Edwards, the Cougars appear to have the poise, attitude and talent to be winners. The Aggies generate the same spirit.

Slight favorites in most

WAC teams enter second grid week

WAC teams face another rugged weekend this week as they again challenge squads from the PAC-8, the Big Eight and three Southwest Conference.

One of the biggest games of the weekend will be the KANSAS STATE—ARIZONA STATE



contest at Tempe. KSU's Purple Pride is smarting from the drubbing by BYU and will be anxious to show what happened at Provo was just one of those things.

The Sun Devils hope to bounce back from an on-again, off-again performance against Houston and tighten their hold on a place in the top ten.

NEW MEXICO, a big victor in last week's battles with cross-state rival New Mexico State and No. 10 TEXAS TECH, a squad which demolished a "strong" Utah club 45-2. Look for a real battle with the outcome uncertain until the final gun.

TEXAS-EL PASO, stamping from a two-touchdown drubbing by Lamar Tech, takes on

Continued on page 14.

Daily Universe Sports



Dave Terry hits paydirt for one of four touchdowns scored against Kansas State last weekend, as offensive linemen Paul Howard (78) and Steve Price (65) help the referee to signify the pre-game mists is BYU, due to an impressive Cougar opener against a touted Kansas State team. BYU is without a win in 10 games this year, U-S-A 1-1-1. The Farmers cruised New Mexico State in their opener, 48-14 but lost equally as bad to powerful Oklahoma, 49-0, in action last Saturday.

Biggest boast of State is quarterback Tony Adams. The Aggie offense is feared, fielding a seasoned unit of nine seniors and two juniors as starters. Leading rushers include Butch Sawyer, Jerry Hughes and Craig Clark.

For the Cats, junior Dave Terry, who more than "proved" himself

touchdown. Dennis Doman (80) protects Terry from behind. BYU meets Utah State tomorrow night at 7:30 p.m. in Cougar stadium.

Photo by Moja Murdoch

last week, will call the signals for the defense.

Game time is 7:30 p.m. A sellout is expected.

Photo by Moja Murdoch

last week, will call the signals for the defense.

Game time is 7:30 p.m. A

sellout is expected.

Breakfast

Cougar boosters are reminded of the pancake breakfast tomorrow morning in the football stadium parking lot. Donation of at least \$1 to support BYU football.

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C-60-UD List 3.70 Sale 2.09

C-90-UD List 4.80 Sale 2.69

C-120-UD List 6.70 Sale 3.80

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C-60-UHF List 2.49 Sale 1.90

C-90-UHF List 3.79 Sale 2.90

C-120-UHF List 5.39 Sale 3.60

C-120 Reg. List 3.29 Sale 2.49

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Aggies after 'Boot'

by PAUL DAY
Assistant Sports Editor

FOE FACTS:

UTAH STATE UNIVERSITY

Nickname: Aggies

Colors: Blue and White

Coach: Chuck Mills (31-21-1)

'71 record: 8-3

Enrollment: 8,800

Conference: Independent

Returning Lettermen: 24

Lettermen Lost: 23

Home: Logan, Utah

One of the area's top independents will travel into Provo Saturday night to do battle with the Cougar Cats.

Utah State, known more for its football than farming, will be looking to get its season back on the winning track after the shellacking they took from the "Big Red" of Oklahoma last week in Norman.

According to Coach Mel Olson, who scouted the USU game last Saturday, "This Aggie club is still a good ball club, which we know because of their big win over New Mexico State, 48-14."

Concerning Cougar coaches

most will be containing USU's

pre-season pick for All-American Utahns, Tony Adams.

Coach LaVell Edwards sums up their concern this way, "We fear Adams more than we feared Morrison of Kansas State. Adams can apply more pressure, and he always seems to play well against us."

The Aggie-Cougar series has been going on since 1922 with the Loggatans holding a 27 to 17 lead in games won.

Added incentive for this year's game is the "Beehive Boot," which is given to the school in the state with the best record against the other three schools.

Last year, Utah State won both the "Boot," for supremacy in Utah collegiate football and the "Wagon Wheel," for supremacy against the BYU eleven.

Injuries seem to be the big question, at least in the Aggie camp. At last report, 16 U-Staters have injuries that may bar them from playing Saturday. By tomorrow night, however, look for most of these men suited up and ready to go.



The BYU-Utah State football game will be the first "leg" in quest of the "Beehive Boot." The "Boot" is given annually to the "powerhouse" in Utah collegiate football.

Cycle action this weekend

BYU motorcycle enthusiasts have a double opportunity to see who's who in competition this weekend.

Sunrise Raceway, Springville, continues with its weekly program of motorcycle races. The flat-track racing starts at 7:30 p.m. both Friday and Saturday nights.

Also over the weekend, on Saturday and Sunday, the WidowMakers' Motocross will take place at the Point of the Mountain. Amateur riders will compete Saturday, with amateurs and experts on Sunday. Race time is 11 a.m. each day.



A rapidly growing sport, motorcycle racing is part of the weekend sports agenda for many BYU students - in action as both fans and participants.



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Admission: 75¢

Watch for Our Black Ads to Announce Upcoming Events



JIMBA'S Pigskin Prognostications

The *Daily Universe* board of prognosticators again invite BYU students and faculty to challenge its predictions in 15 college football games around the country this weekend.

To enter this competition, simply clip the following list of games, circle the team at the left you think will win in each case, write your name and telephone number at the top and take the clipping to the *Daily Universe* office, 538 ELWC, before 5 p.m. today. Please predict the score of the BYU-Utah State game to be used in case of a tie. Only one entry per person.

The person submitting the entry with the best record will receive a steak-dinner-for-two, compliments of Jimbo's Restaurant, plus his or her predictions for the following week alongside those of the permanent board.

This week's winner was Brent Lesenberg, a senior majoring in Law Enforcement from Las Vegas, Nev. Brent's only miss was the UTEP-Lamar Tech upset last week.

	BENSON 10-5	DAY 11-4	ROBERG 13-2	HUDSON 12-3	LINDSEY 10-5	LESEBERG 14-1
Utah State at BYU	BYU	BYU	BYU	BYU	BYU	BYU
Utah at Iowa State	ISU	ISU	ISU	ISU	ISU	ISU
Wyoming at Kansas	Kansas	Kansas	Kansas	Kansas	Kansas	Kansas
Kansas State at Arizona State	ASU	ASU	ASU	ASU	ASU	ASU
Idaho at Weber	Weber	Weber	Idaho	Weber	Idaho	Idaho
Pacific at UTEP	UTEP	Pacific	UTEP	Pacific	UTEP	UTEP
Texas Tech at New Mexico	T. Tech	T. Tech	T. Tech	T. Tech	New Mex.	New Mex.
CSU at West Texas State	CSU	WTS	WTS	CSU	WTS	WTS
Michigan at UCLA	UCLA	UCLA	UCLA	UCLA	UCLA	UCLA
Washington State at Arizona	Arizona	Arizona	Arizona	Arizona	WSU	WSU
Notre Dame at Northwestern	ND	ND	ND	ND	ND	ND
Stanford at Duke	Stanford	Stanford	Stanford	Stanford	Stanford	Stanford
Clemson at Rice	Clemson	Clemson	Clemson	Rice	Rice	Rice
Maine at Massachusetts	Mass.	Mass.	Mass.	Mass.	Mass.	Mass.
Holy Cross at Brown	HC	HC	HC	HC	HC	HC

'Class' competition awaits WAC teams

Continued from page 12.

UNIVERSITY OF PACIFIC at home. The oceanic club turned in an honorable performance losing to ninth-ranked SLU 31-13 last weekend. Things could be interesting.

COLORADO STATE travels to Texas to challenge WEST TEXAS STATE in the "battle of the beaters." Both clubs show 0-2 markers and have been unimpressive thus far.

Both UTAH and WYOMING take on opponents from the Big Eight and both are expected to come out on the short end of the score. Wyoming travels to Lawrence to take on the UNIVERSITY OF KANSAS. Associated Press guesses give KU a 34-14 nod.

Utah's Running Redskins will meet up with a great prairie wind as they travel to Ames to take on the IOWA STATE Cyclones. ISU hasn't lost to a WAC opponent for

several years. It doesn't look like ARIZONA stays at home to meet this will be the year the "Cactus and mountaineers" will turn the trick.

Finally the University of

what is generally considered a weak WASHINGTON STATE contingent. The Wildcats should have a relatively easy victory.

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Built-in Mike, Reg. 56.95 NOW **\$46.95**

PANASONIC RQ-414

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PANASONIC RQ-4205

Built-in Mike, Counter, Reg. 64.95 NOW **\$54.95**

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Big Sound - Tone Control, Reg. 92.95 NOW **\$69.95**

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Slippery Sport BYU's Greg McTavish gets by the goalie—and the dog, in recent soccer action. Some of the best talent ever assembled in Utah will play in BYU's first Invitational this weekend. McTavish will lead a Cougar effort for the title.

BYU meets Colorado in Invitational opener

BYU's first Soccer Invitational, featuring top collegiate soccer talent, will kick-off today at 6 p.m. when the Cougars meet the University of Colorado on Haw's field.

Chico State University will follow on the field at 4:45 p.m. with the University of Colorado. Action will continue Saturday with four matches, starting at 30 a.m. Each team will play every other team in the two-day affair, with the finale at 4:45 p.m.

Saturday featuring BYU against Chico. These two teams are favored in the frolic.

Tickets may be purchased at a special desk in the ELWC today, or at the gate. One pass for \$1 grants admission to all the matches.

Trophies will be awarded following the final match, along with the presentation of an All-Tournament team. The Saturday play will not conflict with the evening BYU football game.



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U.S.-Soviet wheat deal

Agnew's comment sparks dispute

WASHINGTON (AP) — A dispute over administration handling of the U.S.-Soviet wheat deal has spread to whether a statement by Vice President Spiro T. Agnew forced President Nixon to order an FBI probe of alleged profiteering.

Rep. John Melcher, (D-Mont.), said yesterday that he understands Agnew's announcement, at a campaign news conference in Minneapolis on Tuesday that an FBI probe was in progress at the order of the President, "came as a complete surprise" to the White House and "showed to the Department of Agriculture."

The administration maintained, however, that a probe was requested before Agnew spoke and described an account of the incident as erroneous.

Yesterday, the *New York Times* reported a misstatement by Agnew apparently led Nixon to order the FBI to investigate the wheat deal.

The newspaper quoted "sources on Capitol Hill" as saying that until Agnew made his statement, Nixon had had no intention of ordering such a probe.

Agnew, in a statement issued through his office here Thursday,

called the *Times* story "inaccurate—wrong on its overall conclusions and wrong in its particularities."

"Some errors are apparent from a reading of the transcript of the presidential press conference transcript. Some result from the notorious unreliability of 'Capitol Hill sources' regarding presidential decisions and actions. We stand behind our previous statement on the matter."

President press secretary Ronald Ziegler, at the White

House yesterday, said he had given an accurate account Wednesday in reporting that Secretary of Agriculture Earl L. Butz made the investigation request in a call Tuesday to presidential aide John D. Ehrlichman.

"I'll stand by my statement," Ziegler said yesterday, adding in reply to a question that he considered the *Times* account inaccurate to the extent that it conflicted with what he had said.

World leaders to develop new financial system

WASHINGTON (AP) — With the United States and Europe deeply divided, the International Monetary Fund begins the long, difficult task next week of building a new world money system to replace the one junked by President Nixon.

Nixon is considering addressing the finance ministers from 124 nations when the IMF session opens Monday in what probably will be the most important meeting since the system was established in 1944.

Few expect the job of shaping the new system to be finished within a year and most say it could be three or four. But many officials fear that it would be dangerous to try to put a new and untried system into effect soon.

The delegates will concentrate on bread-and-butter topics such as jobs and money, especially if the American delegation has its way.

The job of monetary reform will begin late next week when a newly created committee of 20 officials broadly representing all members of the Fund holds its first meeting. The committee was created by the IMF to tackle the

main questions of monetary reform.

The United States and Europe are basically divided on the question of trade and specifically whether trade talks should be linked with monetary talks.

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Police arrest youth

NEW YORK (AP) — A 16-year-old boy was arrested yesterday and charged with murder in the daylight stabbing of a Columbia University international law scholar during an attempted mugging.

Picked up at his home in the death of 65-year-old boy was arrested yesterday and charged with murder in the daylight stabbing of a Columbia University international law scholar during an attempted mugging.

Police said he admitted taking part in the mugging but denied wielding the knife. Friedmann was stabbed when three youths attacked him and struggled to get his wristwatch.

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Preview

McGovern drafts white paper

WASHINGTON (AP) - Presidential candidate George McGovern is preparing proposals which if adopted would more than double federal environmental spending.

Such an increase is implied in one proposal alone—full funding of environment programs already authorized by Congress.

In addition, McGovern is embracing policies to restrain energy demand; divert highway funds into mass transit, and stabilize population.

The Democratic candidate's environmental policies soon will be spelled out in a "white paper." But his top environmental adviser, Robert N. Rickles, who drafted the paper, made clear in an interview which way McGovern was heading.

Ted Van Dyke, director of issues and research for the McGovern campaign, commented

"MR. RICKLES speaks only for himself. The proposals may be his but they have not been submitted to the McGovern campaign, much less accepted."

Rickles said in the interview that he committed himself to helping McGovern last November and has discussed environmental policy with McGovern "at some length."

Cuts in defense spending would, in McGovern's calculations, permit expanded domestic programs including faster environmental cleanup.

McGovern already has proposed guaranteed jobs and income supports during the transition from a wartime to a peacetime economy, and Rickles said the same supports would aid any voter proposal by environmental enthusiasts.

He said McGovern may offer energy aid also, perhaps through federal loans, to small industries adapting to environmental standards.

Another proposal under consideration would require

labeling energy-using devices to

show their efficiency as an aid to energy conservation.

McGOVERN has proposed 1976 as the target for reaching zero population growth, and has favored universal dispensation of contraceptives "at public cost where that is necessary."

Here is a summary of McGovern's known environmental positions so far, compared with those of President Nixon's administration:

-Environmental funding: Nixon has borrowed \$2.8 billion in environmental spending this fiscal year, but McGovern said in August that this was some \$2.8 billion short of the funding authorized by Congress.

-Energy policy: The administration is pressing to increase energy production but has taken few steps to reduce demand. McGovern has urged curbing demand by changing energy pricing and discouraging demand for energy.

"We may find it necessary," he said last March, "to discourage electric heating and the development of new, marginal appliances."

-Clean-up costs: Both Nixon and McGovern say the polluter, and in the long run the consumer, must pay. Nixon has proposed to tax air-polluting sulfur emissions; Rickles said McGovern might propose a similar tax on sulfur and nitrogen oxides from power plants.

He said McGovern was also considering a solid waste disposal plan based on the idea that "the cost of disposal should be in the cost of the product."

-POPULATION: President Nixon rejected last May the unrestricted distribution of family planning services and devices to minors. Said Rickles, "we have to make contraceptives available to all, especially the young and the poor."

-Water pollution: McGovern supports the 1965 zero-discharge goal of a bill proposed by Sen. Edmund S. Muskie, D-Me.; the administration opposes the zero-discharge clause, terming it unrealistic.

-Air pollution: Rickles said McGovern has no argument with

standards set by the administration but would seek more rapid implementation.

-Mass transit: Administration proposals would allow state discretion in diverting highway funds to mass-transit construction. Rickles said McGovern favors federal diversion of highway funds and earmarking them specifically for mass-transit use.

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Police dismantle bomb

NEW YORK (AP) — Police bomb squad experts have successfully dismantled one of three miniature explosive devices discovered in mail addressed to three members of Israel's United Nations delegation.

The devices found here Wednesday were similar to booby-trapped envelopes mailed from Israel to three Israeli officials in at least eight other countries and which killed an Israeli diplomat in London.

U.S. Customs personnel assigned to work at the General Post Office made the discovery during a routine check of incoming foreign mail, postal authorities said.

The letter-sized envelopes were addressed to Yosef Tokesh, permanent representative of Israel at the United Nations; Jacob Barone, who holds the rank of ambassador, and Uri Gordon, minister plenipotentiary.

Bomb squad members removed the envelopes to a police demolition yard in a remote section of the Bronx. One was disassembled after fluoroscopic inspection and the other two stored for later study.

At the offices of the Israeli U.N. mission, extra security was in effect. Locked doors were opened with a buzzer only after the caller was inspected via closed-circuit television.

Bridge Collapses

NORFOLK, Va. (AP) — The Chesapeake Bay Bridge-Tunnel was severely damaged and closed for the second time in less than three weeks yesterday when a barge outfit in heavy seas knocked the props from under the two 60-foot-long bridge sections.

The Coast Guard said southbound lanes of both sections—one a half-mile offshore from the bridge-tunnel's southern terminus at Virginia Beach, the other about two miles offshore—collapsed.

Ford announces steering recall

DEARBORN, Mich. (AP) — Ford Motor Co. said yesterday it is recalling 900,000 1972 models so it can search for 200 which could develop a steering gear malfunction.

Dealers also will check the steering mechanism on 1973 models they have on hand, the company said.

Owners of the 900,000 Torinos, Montegos, Fords, Mercury, Thunderbirds, Lincoln Continentals, Mark IVs, Rancheros and light trucks with power steering built after March 1, 1972, are being notified by registered mail to take their cars to dealers for inspection.

The company said five malfunctions have been discovered so far but none have led to accidents. The cause was traced to an omitted steering gear manufacturing operation, Ford said.

Correspondent recounts

Uganda prison ordeal

Editor's Note — (AP) Correspondent Andrew Torchia arrived safely in England yesterday after his release from detention in Uganda. Torchia, a Pennsylvanian who is based in Kenya, was seized last weekend soon after he arrived in Uganda. Here is his story.

By ANDREW TORCHIA
Associated Press Writer

LONDON (AP) — Ugandan soldiers pinned a man on the ground while a woman beat him with a rawhide whip. At 10, 20, 50 times until he screamed and writhed and the blood ran.

Thirty other soldiers—officers and men—shouldered around to watch. They laughed, enjoying the spectacle, and no one intervened. The beating went on for minutes—forever, it seemed.

Uganda calms

By ASSOCIATED PRESS

Mopping-up operations were reported continuing in southwestern Uganda yesterday. African leaders sought to defuse the U.S. and Tanzanian confrontation and apparently false rumors of invasion caused panic in Uganda's capital city of Kampala.

Radio Uganda reported that several African leaders have contacted Uganda's President Idi Amin in an attempt to cool the results of Sunday's invasion, believed staged by Ugandan exiles based in Tanzania and seeking the reinstatement of former President Milton Obote.

A Uganda military spokesman said the situation throughout the country was calm. There appeared to be no basis for the scare.

Uganda had said Wednesday it is ready to order pre-emptive strikes on Tanzania in case of another invasion. And Tanzania said it might be forced to take its troops off a defensive footing unless Uganda halts its air strikes.

before the crowd dispersed and the screaming stopped.

This scene of bizarre and casual cruelty Wednesday afternoon was for 13 British, Swedish, American and other detainees at my first view of Makindye, military prison.

Most of us had spent three days in Makindye and now we were being released from captivity under the undisciplined army that has controlled Uganda for the past 20 months. Ten, including six British and two Swedish newsmen, were being deported on a night flight to London.

Three were freed in Kampala.

MANY DETAILS of what went on in Makindye cannot be told. Their disclosure could endanger others still imprisoned there without being charged and without hope of immediate release. One man has been inside more than a year.

Ugandan soldiers and detectives, swarming around Kampala following a reported invasion Sunday from Tanzania, detained 150 or more Asians and whites, plus a number of Africans suspected of disloyalty.

Many detainees were clubbed with rifle butts. Others were led from their cells and disappeared.

Some prisoners slept on bare concrete floors, others had blankets or thin mattresses. Meals were skimpy—sweet tea and dry bread for breakfast, cold meat or biscuits for lunch, meat scraps and cold cornmeal for dinner.

At the central police station in Kampala, more than 50 white men, women and children were kept in one room. Babies' pants were hung on the window bars to dry and urine from adjoining cells ran the floor.

A PRISON DAY was an emotional roller-coaster. A harsh word from a guard began the day badly. A shred of news that the fighting had stopped raised hope for release.

A dozen waiters waiting outside for food scraps added to the gloom. Soldiers began digging holes outside the door. Trenches or graves? Inexplicably, a small storeroom had a badminton set. Games in the corridor, playing cards, shooting all the cell bars, eating the boredom.

So did walking. The block was 24 paces long, and 100 lengths or so made a mile. Wednesday a tall plain-clothes-man led us out of Makindye and into two cars bound for the airport. He allowed a beer stop at a Kampala hotel. We bought him one.

He was a drunk, he counted noses and wished us a safe flight.

"See you next year," someone shouted back.

But he didn't mean it.



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Dateline

By ASSOCIATED PRESS

Peace talks still stalled

PARIS—A clash over the Viet Cong plan for a tripartite regime in Saigon marked the 160th session of the deadlocked Vietnam peace talks yesterday. Each side accused the other of prolonging the war.

The continued stalemate seemed to indicate no progress was made in the latest round of secret talks between presidential adviser Henry Kissinger and Hanoi politburo member Le Duc Tho last Friday.

No American combat casualties

SAIGON—For the first time in more than seven years, weekly casualty figures for the Vietnam war listed no Americans killed in action.

The U.S. Command, however, said five Americans did die from non-hostile causes, seven were wounded and four were missing or captured.

Paper late Monday

The *Daily Universe* will not be distributed Monday until 10 a.m.

The later distribution time will allow the newspaper to be produced Monday morning in order to avoid Sunday work in the *Universe* office and the *Monday Magazine* as an addition to the regular news.

U.N. committee wants Bangladesh

UNITED NATIONS, N.Y.—Despite strong Chinese objections, a U.N. committee voted yesterday to recommend the General Assembly take up Bangladesh's bid for U.N. membership.

China vetoed the bid in the Security Council Aug. 25, and Chinese Ambassador Huang Hua made it clear he would cast a second veto if the case came up again in the council.

Speck wants to study

SPRINGFIELD, Ill.—Richard Speck, convicted of the murder of eight nurses in 1966, wants to take courses in art and leatherwork now that he no longer faces the death penalty, his lawyer says.

The Illinois Supreme Court ruled Wednesday Speck may not be put to death for the slayings in a South Side Chicago townhouse.

Utah scientist honored

LOS ANGELES—Dr. Willem J. Kolff, a University of Utah scientist who pioneered artificial organ development, is one of two Americans named first winners of the \$35,000 Harvey Prizes of the American Society for Technion-Israel Institute of Technology.

The other recipient is Dr. Claude E. Shannon, of the Massachusetts Institute of Technology.

Suit filed against Meany

DENVER—The president of the Colorado Labor Council (CLC) filed suit in U.S. District court Wednesday seeking to bar AFL-CIO President George Meany from suspending him and his officers.

The suit asks the court for a temporary restraining order, a preliminary injunction if needed and a permanent injunction to prevent Meany from suspending the CLC charter and its officers.

Money on sale

WASHINGTON—The General Services Administration is readying a sale of 2,800,000 19th century silver dollars worth an estimated \$120 million on the coin collector's market.

No dates have been set for the planned series of bid sales of the dollars minted at the Carson City mint which closed before the turn of the century.

He's glad for the Strad

SALT LAKE CITY—David A. Shand's heart nearly stopped Wednesday when he emerged from the University of Utah Union Building and noticed his car was missing. In the trunk of the car was a \$25,000 Stradivarius violin.

The police found a note in the professor's office from his wife who said she and daughter had taken the car to keep a dental appointment.

Poison possible in Utah clams

SALT LAKE CITY (AP)—Hard and soft shelled clams and mussels sold at five Utah stores have been identified by federal authorities as possibly contaminated with a paralytic toxin which could be fatal, the Utah Department of Agriculture said Thursday.

Buyers of any fresh or frozen clams and mussels at the stores since September were urged by the department to return them to the stores immediately to determine their origin.

David R. Waldron, a deputy commissioner of agriculture in Utah, identified the stores as:

—WARSHAW'S, 5520 Van Winkle Expressway, Salt Lake City.

—WARSHAW'S, 845 South, 9th East, Salt Lake City;

—Smith's Food King, 3981 Wasatch Blvd., Salt Lake City.

—Smith's Food King, 3144 Harrison Blvd., Ogden.

—Market Foods, 375 S. State, Clearfield.

Waldron said all other Utah shipments of the food had been accounted for and he considered it very unlikely any of the questioned food had been sold in other Utah stores.

He said the state was informed by the U.S. Food and Drug Administration the clams and

mussels, shipped from the East Coast since Sept. 4, possibly were contaminated by red tide algae, described as a paralytic toxic which could be fatal. There has been a red tide epidemic among New England marine life.

(John McAdams, Manager of Warshaw's in Orem, assured the

Daily Universe last night no frozen clams and mussels had been received by the Orem store "since before that date."

"We're taking the precaution to warn the people," said Waldron. He said he understood all cases of the poison had been reported on the East Coast although he knew of no fatal

Tropical Fish Specials

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Algae Eaters	3 for 99¢
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Vol. 24, No. 14

Promo, Utah

Friday, September 22, 1972

Special
Transportation
Section

Pollution fighter

Hydrogen fuel of future, says Roger BILLINGS

With his hydrogen-powered Volkswagen, Roger Billings and a team of BYU students and professors recently won the Emissions Award at the intercollegiate Urban Vehicle Design Competition in Detroit. Billings, a BYU graduate, helped to set all emissions standards for 1976 as set by the Environmental Protection Agency. Billings is now engaged, with several colleagues, in setting up a Pollution Control Center which will attack pollution from all fronts.

In this article, written especially for the *Universe*, Billings discusses the "fuel of the future," hydrogen.

HOW DOES THE COST OF HYDROGEN COMPARE TO THE COST OF GASOLINE?

Gasoline presently costs eight to 12 cents a gallon to refine. It's impossible to compare the cost of gasoline to hydrogen on a gallon-to-gallon basis, but if you were to compare the amount of hydrogen that it would take to go the same distance that you can go with a gallon of gasoline, it would cost you about 8½ cents. This price is about average for hydrogen being produced today.

If you buy hydrogen from a welding supply house, on the other hand, you find yourself paying \$6.80 per 250 standard cubic feet. At that rate hydrogen would cost about \$7.50 for the equivalent of one gallon of gas. There is not enough production or a high enough demand to make possible a good price in a small town like Provo.

In Ontario, Calif., where Linda Div. of Union Carbide has their plant, hydrogen approaches 20 cents per 1,000 standard cu. ft. That means that each of the welding size tanks that we buy locally for \$6.80 would cost 5 cents in Ontario.

Even more important, however, are the cost trends. We are running out of fossil fuel. Every year it is necessary to import more and more petroleum and, as a result, gasoline prices are rising. Hydrogen, on the other hand, can be produced locally and with better methods and technology. Hydrogen prices are rapidly diminishing and can be expected to continue to do so in the future. The cost of hydrogen is competitive with gasoline.

WHAT WOULD BE THE INITIAL COST TO CONVERT A CAR TO HYDROGEN?

Conversion costs can be broken down basically into two areas. The cost to convert the engine and the cost for the fuel storage container. Our most recent carburetor system would cost the customer approximately \$25 to purchase and would adapt easily to most engines.

The hydrogen storage system is still under development. The only tank available that can store 250 miles worth of fuel will cost approximately \$1,000. These costs can be expected to come down with better technology in the next few years. But it will probably always cost at least \$200 to \$300 for the fuel tank. That would make the total conversion cost including labor somewhere between \$250 and \$350.

WHAT MODIFICATIONS ARE NECESSARY ON THE ENGINE TO MAKE IT RUN ON HYDROGEN?

Because of its high flame velocity and low engine temperature, hydrogen is not easily adapted to the gasoline engine. First we tried to convert the engine to the hydrogen fuel. We did this by lowering

(Continued on Page 4)



At the wheel of a full-size mockup he designed as a multifunction vehicle for Far Eastern use is Zoey C. Chu, BYU student. Mr. Chu's vehicle was designed to be adaptable for both basic and middle-income transportation.

With him in the front seat is James W. Girard, Cleveland Institute of Art, a fellow intern, and in the rear seat is Robert W. Veryzer of GM Design Staff, manager of the summer intern project.



Roger Billings, Dr. Kay Mortensen, and Dennis Larsen discuss strategy during Urban Vehicle Design Contest in Detroit last month. Billings and Larsen are BYU students and Mortensen teaches in the university's Industrial Design Dept. The team's hydrogen-powered Volkswagen is shown at the General Motors Emissions Lab in Detroit with other of the college entries.

BYU student team on car design; seen in 1980 Far East markets

BYU's Zoey Chu was among students who recently included an intensive 10-week international project of designing a "vehicle family" for 20 world markets.

Representing nine universities and art institutes throughout the

United States, the eight industrial design and two sculpture students were temporary professional level employees of General Motors Design Staff. Last June, on completing their third year of higher education, they were put to work on a simulated General Motors overseas project with

highly technical and realistic ground rules.

They were asked to design a family of vehicles for these four projected 1980 regional markets: Europe and North America, South America, the Far East and Australia-Africa.

Chu's vehicle was designed for transportation in the Far East market.

"This marks the first time in our 16-year-old summer intern program that we are totally international," said William L. Mitchell, vice president in charge of General Motors Design Staff.

"This program has real-world meaning because not only General Motors but also other domestic and foreign automotive companies are more worldwide than at any other time in our industry's history."

"Right now, the developing or emerging nations are in need of basic, durable low cost transportation, typical of the little general purpose vehicle that General Motors Overseas Operations introduced last year in the Philippines and Malaysia. As time goes on, the emerging nations will become more sophisticated in their transportation needs. So we asked our summer interns to explore the possibilities of such expanding and varied transportation markets and suggest what may be needed when the day of the general purpose vehicle is over," he added.

Air air need

Tune-up cuts pollution

BY RAY HANSEN
University Staff Writer

With over 100 million cars and trucks in the United States giving about 2,000 tons of pollutants every year, you should know what can do with his automobile to control pollution.

The Utah State Health Department has estimated that a third of all air pollution in the state of Utah comes from the lines of automobiles.

Douglas Smoot, Associate Professor of Chemical Engineering at BYU, in his study, "SESSMENT OF THE AIR POLLUTION PROBLEM ALONG THE UTAH'S WASATCH FRONT," makes the following statement, "Air pollution has become a problem of significant national interest and concern. Utah's Wasatch Front, industrial and automotive pollutants combine with temperature inversions to produce air pollution problems as

potentially serious as any in the United States. According to a recent federal report of Utah's air pollution problems, while the state has initiated a program of monitoring available, it has been accomplished in enhancing and enforcing air quality standards for the Wasatch front."

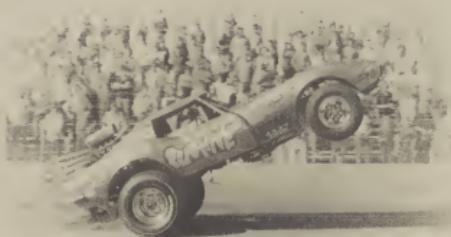
To study this problem further, Ross Fazio, Chairman of the Auto-Mechanics Department at Utah Technical College, was interviewed to get some facts about engine emission control.

Mr. Fazio suggested, "10 years ago the average life expectancy of a car was 10 years and 100,000 miles, but today the average life expectancy is 5 years and 100,000 miles." This means that Americans today are driving more miles each year.

It is estimated that one car in good condition will give off 1.25 pounds of pollutants in one day's driving. A car in poor condition, needing an engine tune-up, can give off as much as three times the pollutants of a well-tuned car.



“Wheels of fortune. . .”



Although most BYU students are not in the race car category, still the "wheels of fortune" are measured for them in the daily performance of their car. Drivers place a great deal of importance on having that "old clunker" turn over in the morning and run well enough to "get by."

In the following pages of this special *Universe* edition, writers will deal with car care ideas and helpful hints with the student driver in mind, along with other auto items.



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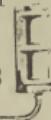
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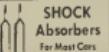
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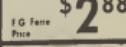
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"Fuel of future"

Hydrogen possibilities explored

(Continued from Page 1)

compression, reducing valve overlap, increasing the spark temperature, and a score of other adjustments. The engine was becoming so complicated that it was abandoned.

We knew that for the program to be a success, a simple method of conversion would be necessary. Our current approach is to adapt the fuel to fit the engine. We do this by carburetion techniques. By various methods we slow down the flame velocity until it is comparable with gasoline. With this newer approach, the only modification to the engine that is necessary is in the carburetion system.

HOW IS THE HYDROGEN STORED ON THE VEHICLE?

The major problem remaining with the hydrogen fuel is the on-board fuel storage. There are basically three methods of storing hydrogen. The first is in the form of a compressed gas. When the system, the hydrogen is forced into pressurized tanks at pressures as high as 6,000 pounds per square inch. These tanks are very heavy and should they break, very dangerous.

The second method for storing hydrogen is in cryogenic form. With this system, the hydrogen is cooled to -423°F. At this temperature the gas liquifies and

is put into the tank as a very cold liquid. To maintain the low temperature the tank is made with super insulation.

There is still some heat that enters the tank and so some hydrogen reacts with a metal to form a powdery chemical known as a hydride. By heating the hydride with gases from the exhaust, the hydrogen can be released. The process is reversible so the hydride is regenerated and emitted over and over again.

The big problem with the hydride system is knowing which metal hydride to use. It is difficult to find a hydride that is 100 percent safe and will still evolve hydrogen by absorbing only the heat available in the engine's exhaust. We are working with a hydride that looks promising, preliminary tests look very good.

DO YOU GET MORE POWER FROM HYDROGEN?

Careful experimental studies and thermochemical calculations indicate a nine percent power loss by converting an engine to operate on hydrogen. It is interesting to note, however, that new cars are losing up to 20 percent of their power because of emission control devices. That means that if we are going to require all cars to pass federal emission standards, you can actually experience 21 percent power increase by removing your emission control devices and converting to hydrogen.

WHERE DOES HYDROGEN COME FROM?

Hydrogen is one of the most plentiful elements on the face of the Earth. Most of it is found in water. The problem is to break up the water and free the hydrogen. To do this, energy is required.

In other words, hydrogen is not a source of energy, it is a method of storing energy, and then releasing it in a clean form. The energy to break the hydrogen can come from many sources.

One of the best is nuclear power. After being made, hydrogen is transported to the location where it is needed, and it is burnt with the oxygen from the air to form water vapor again. The water vapor condenses into rain, flows down a river to the nuclear reactor where it is again made into hydrogen and the cycle begins itself. This is very important, because it is a fuel system that is replenishing. As long as man has a source of energy, he has hydrogen.

IS HYDROGEN MORE DANGEROUS THAN GASOLINE?

Even on the day that the Hindenburg went up in flames, hydrogen has been known as a very dangerous substance that we must stay away from. It is explosive. So is gasoline. They need to be stored in the internal combustion engine.

The important thing is that hydrogen can be safely controlled. Using the hydride storage tanks, the hydrogen is actually safer in case of accident, than is gasoline. The gasoline can leak out of the tank if ruptured, and catch fire or even explode.

The hydrogen in the form of the metal hydride, however, could spill out across the pavement, and still it would not release its hydrogen, and would not burn. When the engine shuts down safety devices stop the hydrogen flow from the hydride bed, and

the danger of fire or explosion is near zero.

COMPARE THE DEPENDABILITY OF THE HYDROGEN ENGINE TO THE DEPENDABILITY OF THE GASOLINE ENGINE.

Since hydrogen is not a hydrocarbon, there is no carbon buildup inside the engine cylinder. And the hydrogen burns more smoothly, causing less engine vibration. From these two criteria, one would assume less engine wear. Insufficient experimental data is available to prove or disprove this conclusion.

WHAT POLLUTANTS ARE IN THE EXHAUST OF A HYDROGEN ENGINE?

The hydrogen engine exhaust contains most of the pollutants from a gasoline engine, but in much, much lower quantities. These include basically hydrocarbons, carbon monoxides, and oxides of nitrogen.

IF THE ONLY BY-PRODUCTS FROM BURNING HYDROGEN AND AIR ARE WATER VAPOR AND ENERGY, WHERE DOES THE POLLUTION COME FROM?

The hydrocarbon and carbon monoxide in the hydrogen engine come from small amounts of lubricating oil that leaks past the piston rings and burns. The amount of oil is very small so these pollution levels are negligible. The oxides of nitrogen are formed by heating air up under pressure inside of the cylinder. The nitrogen and oxygen in the cylinder react and form these most toxic chemicals.

By carefully learning to control combustion in the hydrogen engine the amount of oxides of nitrogen have been reduced to a safe, acceptable level. In the inter-university competition in Detroit last month, our vehicle was the only one with emission levels below the 1976 federal standards. The other two hydrogen vehicles easily passed all categories except for the nitrogen oxides.

WITH THE WATER IN THE EXHAUST, WON'T THE ENGINE RUST?

Water vapor in the exhaust of an automobile engine is not a new problem with hydrogen. When gasoline burns, two-third of the by-product is water vapor. Engine air cleaner components are easily designed to withstand any corrosion from this water. The engine heat is sufficient to carry the water completely out of the exhaust pipe.

Occasionally if a car owner makes only short runs his muffler never gets hot enough to expel the

water and a puddle forms. Such a puddle has been known to rust away mufflers. The same problem exists with a hydrogen automobile.

HOW WILL YOU REFILL THE HYDROGEN TANKS?

Hydrogen is very easy to transport through highly pressurized pipe lines underground. Many of the problems that exist with refueling will depend on the fuel storage system which is ultimately used. It is possible to conceive, however, a system where the hydrogen is piped from the reactor site to the service stations.

At the service stations the tanks would be filled much as we inflate our tires.

WHAT DO THE COMPANIES THINK ABOUT HYDROGEN?

Many people have warned that the oil companies would like to gain control of this project to destroy it. This has turned out to be the case. The petroleum and the oil companies are underground in very valuable use in textiles, medicines, a host of other uses. The petroleum supplies are diminishing and importing more and more of petroleum every year.

HAS REGISTRATION LEFT YOU COINLESS?

?

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J.S. sign lingo will go international

BY BARBARA EVANS
Universe Staff Writer

Students will soon have to use eyes that have spent a lifetime becoming familiar with as crosses, curves and arrows that point the way on the nation's highways.

A new system of international road signs is scheduled to go into effect by 1974 in Utah according to Alex Wadley, District Traffic engineer. Similar to signs now used in Europe, the system will be used throughout the United States.

The signs use simple pictures to present hospitals, telephones, restaurants, schools, cattle crossings and the like. Diagrams show things such as "no left turn" or "merging traffic." As an example, a drawing of two children will represent a school zone. A large white "H" on a blue background will signify a hospital zone. One need not worry that ideally one day he will be confronted by a confusing mass of arrows, children or other strange symbols on road signs. The漫gerover will be gradual, said Wadley. At first, a lettered sign will accompany the new one to inform the public as to what is east. Eventually the new signs will stand alone.

At the present time, the international system of road signs to make it possible for anyone to find his way in any country to find his way as signs are already in use in most of the United States that border on Canada and Mexico. Utah does not have much of a problem with foreign drivers at present time said Wadley, and the international road signs have been put up in Utah County, concentrated out of Spanish Fork, and signifies merging traffic. The new signs should eventually make it easier for everyone to find his way, however, added Wadley.

Heavy-duty

Secures cars

Heavy duty describes the cars driven on campus by security dice. The blue and white cars with unmarked vehicles used by security are called Police Pursuit dice Coronets.

Equipment in the cars is designed as a heavy duty law enforcement package. This includes heavy duty transmission, suspension, power steering, disc brakes and shocks. The interior of the cars are leather with a rubber mask, instead of the usual vinyl. In case of any damage the interior of the car, it can be hosed out, because of the rubber mask on the upholstery. The special police package is not confined only to law enforcement vehicles. Anyone can order the heavy duty system in his car if he desires. Radios are installed in the cars by BYU. They have channels to pick up Utah State Police, and the Idaho and Oregon city forces. Headlights and red lights are also added after the cars reach campus. The cars are on the road 24 hours a day, 7 days a week. They average about 45,000 miles per year at this pace. New vehicles are ordered approximately every two years. The standard cars not seen on campus are 1971-72 models. Their engine size is 400 cubic inches.



Universal signs such as those at the right above are rapidly replacing those to the left for faster delivery of warning traffic messages hitherto dependent on words.

Car for a day

"Students are our best customers." "I screen all students very carefully before turning them loose with a \$3,000 car, after the problems we've had."

These comments come from two different rent-a-car businesses in Provo. There are several such firms in the city, and they all have different viewpoints about students.

Only one firm in town rents to those under 21, and then only to BYU students with at least sophomore standing. Others will rent to the student who is of age, but with different amounts of enthusiasm, depending on the business.

Most companies have had no problems with BYU students. One man had a different story. Two students rented a car of his to create a Dakota hot May. Then they wrecked it and left it for the company to discover. It cost the firm \$1300 in damages. Needless to say, one rent-a-car business in Provo is no longer very receptive to students.

Firms renting larger cars have noticed a decline in business among students in recent years. They attribute this to the fact that more students have their own cars, and also the rising costs of rentals. Big cars are still in demand on occasions like Homecoming, when students often feel the need to be "impressive."

Holidays are the times when car rentals among students really soar. A popular and cheap way to get home is to rent a car and then split the cost with other students. Many students traveling to the east coast use this route home. Cars may also be rented going only one way, which is popular at the end of the year.

One company estimates that 40-50% of its business comes from the students. The firm deals only in economy cars, which are cheaper to rent than the bigger luxury models. They find that students rent cars on weekends for skiing, short overnight trips, and special dates.

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Does the 1/4 mile in 15.1, 100 to 105 mph, 33hp/8000 rpm, 6 speeds. Double leading shoe front brakes, CCI automatic lube. The Rebel is one sure way of getting around town—fast.

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* THE REBEL PERFORMANCE WITH ECONOMY

WARRANTY 1 YEAR or 12,000 Miles

What is Bid-N-Buy Sale? You decide what is a fair price today for a cycle considering the time of year, and offer us a bid. We will then sell it to you for your price if it is at all reasonable.

What is Reasonable? Examples:

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417 South State

U.S. tastes affected by import car market

Los Angeles, June 15—If you are planning to buy a second car, why not make that second car a truck? That's the latest trend in the section of America that popularized the small import cars and recreational vehicles.

The West Coast, particularly Southern California, is one of the areas where automobile dealer groups feel competition is tough enough to call for advertising that is noticeably different from the factory offerings.

When people connected with the auto market here are asked why California and the West are different, they usually say, "The different life style has something to do with it."

"Western Almanac, 1970-71," attempted to sum up the distinctiveness of the area, not only for auto marketing, but for marketing in general. "The western market is different in both obvious and subtle ways from national patterns and other regions of the country. Not all of these differences can be measured by numbers. Geography, climate, altitude and distance are important in many ways to the differences in the way westerners live and what they buy," the almanac said.

WESTERN STATES

The nine western states now account for one-fourth of the U.S. population growth, and with the highest median family income in the nation, westerners buy "more than their share" of many products and services, according to *Sunset Magazine*.

"The rapid growth of the West undoubtedly plays an important role in the differences we find in western attitudes and habits," the almanac stated. "This population growth is largely migratory. In fact, the West is the only region in

recent years to record net growth by migration, and this creates an atmosphere of change found in no other region of the country. The westerner is more inclined to travel, is more curious about new experiences, less inhibited and an unusually good prospect for new products."

"It has been shown over and over that new products have faster acceptance in the West. International foods, cartridge tape recorders, king-size beds, small cars, garage lighting, bright apparel, credit cards and indoor-outdoor carpeting are just a few of the products which have found faster acceptance in the West."

DATSON

Nissan Motor Corp., USA, Compton, Calif., marketing company, probably deserves the credit for accelerating consumer interest in the "mini-truck" to the point where American manufacturers decided to enter the market this year with their own Japanese imports. "Datson had the availability. They had the product and they chose to emphasize it," one competitor said.

"There are a lot of guys who need a little more rugged vehicle" in the West Coast and Southwest areas, Marshall Jr., national advertising manager, Nissan/USA, emphasized. "Back in 1965, '66 and '67, we didn't do much truck advertising, but we were never able to get enough products," he said. Growing interest in leisure time boosted interest in the trucks without much help. "The bike thing (motorcycles) caught on and we benefited. We were directly in line to benefit from the whole growth of the leisure time business," he added.

Domestic sold 25,000 units in 1971 and "roughly 30%" in 1972, he noted. For some individual dealers in the West, sales share for pick-ups was as high as 50%, while in the East, the share of pick-up sales for some dealers was as low as 10%, he added.

Another look at the truck market came from Warren Christell, national long-range planning manager, Toyota Motor Sales Inc., USA, Torrance, Calif. "Small pick-ups are an especially big market here and our surveys show they are used more like cars than trucks." The addition of the Courier (from Ford) and Luv (from Chevrolet) have resulted in a net addition to the market. These small trucks are taking sales away from the other truck manufacturers, he said. Although "most of us are having trouble guessing where the peak will be, we think there is more room in the small truck market, particularly if the four-day work week becomes more common," Mr. Christell added.

And if parts are needed, insist the replacements be Gates—top-quality V-belts, radiator hose and caps, heater hose, thermostats. They're available everywhere.

Although the imports and small cars have been selling at a slower rate so far this year, "the small car and import story is still very dynamic," he said. "There are a little over 30% of the market in California, but nationally they represent only 15%, he noted. In terms of the small-car market, the West Coast has always been a leader. In 1970, small cars, including compact six-cylinder

models were 40% of the market in California, but only 26% of the market nationally. In 1971, small cars accounted for about 50% of the market in California, but only 31% nationally, Mr. Christell said.

IMPORT MARKET

The import car and import market is currently "like a market that has gone from infancy to maturity," he said. It began with everything being sold and people seeking out dealers to buy. "Volkswagen was here first," he observed. "Then we came along and stressed value for money, and we have been rewarded with success." The only one (VW) is not there now. Toyota, Datsun, Pinto, Vega and Mazda, as well as VW, he said.

Up to 1971, with sales of 310,000 units, Toyota has about doubled its sales each year, he said. "Now gains are going to be slower—with or without competition," he said. "We're optimistic because nobody else has the range of product, and we feel nobody else has the price position that Toyota has," he added.

Berry Robertson, exec vp, J.D. Power & Associates, Los Angeles marketing planning and research consultant, believes that the slow start for small cars this year may be the signal of significant change in the marketplace. In the face of dramatic growth by imports, U.S. marketers achieved a major growth in the share of the small-car market in 1970-71 through the introduction of compact cars, he said. "Now that imports are supposed to be on the ropes" because of shifts in economic policies and monetary revaluations, "the U.S. subcompacts—Pinto, Vega and Gremlin—should be doing better than they are in pressing home their advantage," he said.

The "established" economy imports are actually under greater pressure from import "newcomers" such as Capri, Colt, Cricket, Honda, Mazda and Subaru than from the three U.S. compact marketers, Robertson maintained. Citing figures published in *Automotive News*, he noted that in the first quarter of 1972, Volkswagen, Toyota, Datsun and Opel accounted for \$6,000 fewer units than in the same period in 1971.

Defensive driving avoids highway blunders

Watch out for the other guy! Drive defensively!

But what is involved with defensive driving? Is it really important?

According to Sherald James, a driver's education instructor here incorporated in this program are five key driving qualities.

The first of these is the ability to aim high in steering, looking de the road 50 to 100 yards. This will help the driver to avoid "sudden stop" situations.

Next one should always keep his eyes moving—watching for mistakes of others.

One should make certain that he gets "the big picture." By doing nothing for which he is completely unprepared can occur.

Each driver should make certain that every other driver on the road sees him. Blind corners and the like are especially important pl which to practice this concept.

Finally each driver should leave himself out so he can avoid accidents when the other operator does something unexpected.

Occasionally the courts require traffic violators to attend defensive driving courses. However, these classes are not limited to this particular group. All interested individuals are welcome to enroll.

The course, which covers four weeks, is conducted each Tuesday evening at 7:30 p.m. at Provo High School.

In this area, the Utah Safety Council is the governing agency. Applications, which cost \$5, are available at the council offices in room 106 of the City-County Bldg. Groups of 20 or more can make special arrangements to have the class taught anywhere in the country.

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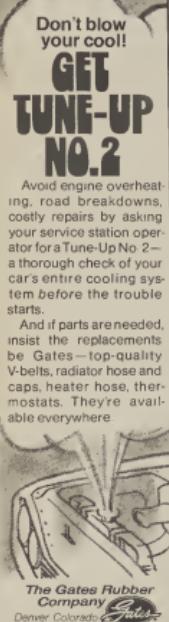
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Car cooling system check means less winter thaws

A cooling system tune-up won't take long—only about an hour and a half. And the cost is still compared to that of emergency service or major repairs.

In case your service station attendant or garage mechanic doesn't know about Tune-Up No. 1, ask him to check his flat-rate manual, or write to The Gates Abber Company, 999 So.

Car care

VENTILATION VITAL

Even on the coldest winter days, it's still a good idea to drive with a window slightly opened. It will prevent the possibility of bon monoxide fumes amassing in the car's compartment after you have your exhaust system checked thoroughly to get against the deadly gas.

AVOID FROZEN LINES

One protection against starting trouble in the winter is to keep your gas tank full as possible at all times. This action will help keep water vapor in the tank from freezing and thus blocking the fuel line.

ON THE SKID

If your car goes into a skid on a wet or icy street, turn the steering wheel in the direction of the skid. Do not jam on the brakes but pump them gently.

Operating quality

Tune-up yields "classy" chassis

Just as there are timing and ignition gap settings that combine to provide a well-tuned, efficient engine, there are camber, caster, and "Toe" settings to maintain the operating quality of the chassis.

These are adjustable angles that are maintained to provide a safe running front end that will allow tires to give their maximum service life.

The camber angle is a measure of the tilt of the top of the front wheels to or away from the body. Ideally, for long tire life, the wheels should be close to true vertical position when the car is operating and at its stable height.

This prevents excessively high pressure on any portion of the end where it meets the road that could cause unusual wear on the section of the tire surface.

CONCERNED WITH STEERING Caster is the alignment angle used to measure the forward or backward tilt of the steering axis in the front wheels, when looking from the side view. Its role on the vehicle is mainly concerned with steering and handling.

Only under very extreme conditions can caster be a tire wear factor.

Other handling problems calling for front end service would occur before tire wear became a problem.

Of the three adjustable alignment angles, "Toe" has the greatest effect on tire life. The toe specification concerns the duty of the wheels to roll ahead easily without scuffing across the ad surface.

Scratches depreciate car value

A minor scratch can develop into a serious infection when left unattended. This applies to cars as well as human bodies.

Possibly you have experienced something like this with your car. The minor parking lot dent or split upholstery seam, which upset you considerably at first, gradually becomes part of the scene.

You get used to it after the initial jolt and tend not to worry about it after that. The same with subsequent dings and dents.

Unfortunately, the appraiser will not find these things

particularly appealing when you start shopping for a new car. A well maintained automobile may bring several hundred dollars more at trade-in time than one that has been allowed to deteriorate.

Sometimes the neglect of a car's exterior can be deplorable. A few scratches you may not have noticed, covered with dirt and salt through the winter, suddenly appear as rusty gouges when you get around to giving your car its spring clean-up.

Rust, which usually does more

single factor, is ravaging. It moves in fast, feeding on chips and scratches, until what started out as a minor scrape (possibly one that you might have been able to fix up yourself) now may require considerable grinding and refinishing to make the car presentable.

In terms of protecting the substantial investment you probably have in your car, quality body repairs can pay big dividends at resale time. Watch for minor scrapes and scratches and take care of them before rust does.



STEVE CLIFFORD'S
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Import car sales rate seen dropping in 1972, but forecast calls for 10% inroads on US market

Barring erection of some sort of artificial barricade — economic or political — the imported automobile should continue as a potent factor in the U.S. automobile field.

Imports may never again claim so large a share of the market as the 15.06% they scooped up in 1971 (running above 18% last August), but that year should see them capture 13% to 14% of total new-car sales.

Projections over the next few years assume a maximum import penetration of 10%.

Having finally weathered every sort of marketing obstacle thus far, import executives see no reason to believe they might trip over any hurdles now.

Imports have had their share of U.S. marketing problems over the years. Probably their first real test came in 1960 with introduction of the U.S.-built compact car. Some of the imports' marketing steam was cooled at that time, but they recovered and moved to new heights.

The debut last year of subcompacts had had even less effect on the import market. So it must be assumed that no domestically designed product is going to shut imports out of this giant automotive market.

Institution of federal safety and emissions standards also seemed to pose a more dangerous threat to imports than to domestics since, generally, smaller cars and smaller engines pose more difficulties in working out solutions.

A few imports have opted out of the market in the face of the federal requirements, but the major makers have had few problems surviving thus far. And they're confident of making it on the tougher standards due over the next few years.

Probably the most severe test of the imports' market appeal stemmed from whopping price hikes that most were forced to institute after implementation of President Nixon's new economic policy last Aug. 15.

Floating currencies and increased manufacturing costs at home did not treat import prices in the U.S. kindly.

A deterioration of the imports' market share in the closing months of 1971 was attributed by some to the new, higher prices. Aftermath of lingering dock strikes probably played a part.

But the imports' market comeback since then seems to indicate that they can overcome inflated price tags as well as distribution difficulties.

And there is a lesson that domestic auto makers should not overlook: many Americans obviously still prefer an imported auto.

The import has long been a part of the U.S. market. In fact, at the turn of the century, European-built motorcars were considered superior to the domestic product and were preferred by many.

With the ascendancy of Ford, Packard, Buick, Oldsmobile, Rambler, Maxwell and Reo in the industry's early years, imported autos shrank into insignificance in the American market.

In the years between World War I and World War II, the import lay mostly dormant. A few anomalies were imported by the wealthy: some sports cars were brought in by playboys, and movie stars, making up a new American

aristocracy in the 1920s, also liked imports.

But there was no volume. One interesting sidelight is that Rolls Royce was manufactured in Springfield, Mass., from 1920 to 1932, but the American version was considered slightly *declassé* when compared with the certified imported Rolls.

That cache of foreign origin persists to this day for all imports.

Modern emergence of the import began in the years immediately after World War II.

A great many young American men overseas got a glimpse of automotive excitement and learned for the first time that a 1940 Ford convertible wasn't necessarily the last word in fun.

When the spidery-wheeled MG-TC turned up on these shores, the import cloud on the automotive horizon was, as they

say, no bigger than a man's hand. In short order, the deluge began. The English led the way and in the late 1940s accounted for about 95 percent of all foreign-car sales in the U.S.

Volkswagen entered the American market in 1949 and found rampant apathy. Two Volkswagens were sold that year, and legend has it that one was bartered to pay a room-and-board bill for the importer.

But the acceptance of VW — and other imports — grew in geometric proportions during the 1950s.

As in any other boom — whether for California gold or Dutch tulips — there was incomprehensible confusion, fortunes to be made and others to be lost.

One import executive, looking back on that period years later, recalled, "It was a time when the

guys with funny hats were in the business for laughs."

It was also a time when a distributor with an unknown, unheralded and unsuitable line could phone a dealer and be told

"Send over a couple of loads. We can sell 'em."

It was a time when a foreman, stuck with unsaleable loads at home, could ship them to U.S. and unload them

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Car care, vital concern

If you drive a car, you have more than the steering wheel in your hands.

As a motorist, your actions or lack of action can help determine the state of the motoring world in which you drive. And in doing so, you can make owning and operating a car a happier proposition.

In the simpler world a generation or so removed, car ownership was a relatively uncomplicated matter. Laws governing the automobile mainly dealt with its safe operation and licensing.

It is almost superfluous to note that things have certainly changed. Today, hardly a week passes that some legislative body is not weighing the passage of a new restriction on car ownership or car manufacturing. It's practically a full-time activity keeping up with new developments.

Reasons for this fixation on the car are not difficult to fathom. Traffic fatalities and injuries continue to remain at the same dismal high levels. Damage to the environment, resulting from vehicle emissions remains a serious problem.

While the auto makers have made and are continuing to make dramatic strides in solving these problems, the men and women behind the wheel have demonstrated little interest in carrying their share of the burden.

If this were not so, why do half of the cars undergoing simple vehicle safety checks fail in at least one critical component? If this were not so, why do three out of every five cars require simple engine maintenance that could reduce harmful emissions by a startlingly high percentage?

This lack of maintenance on the part of the car owner could almost be understood, if it were merely a matter of civic pride or good neighborhood.

It is obvious that self-preservation ranks head and shoulders above concern for one's fellow man.

But caring for one's car pays handsome dividends in helping oneself. Perhaps the concern for one's family's safety is not that tangible an idea. It's comforting to believe "It can't happen to us." The non-use of seat belts is but one example of this apparent lack of concern.

On a dollar and cents basis, car care does pay tangible dividends. That oil-emission tune-up will do more than help clean up the air. It will also save on gasoline consumption and on time and money expended when the car won't start.

Simple, low-cost procedures such as changing oil and filter and lubrication on a regular basis can forestall costly engine and drive train repairs. Cooling system attention can prevent mishaps that in some cases would ruin an engine completely.

Attention to the cleanliness and soundness of the car's body actually mean several hundred dollars more at trade-in time.

But perhaps if each of us were to care for our cars and drive them safely another bonus could befall us. Taking the automobile out of the problem area takes it out of the legislative arena. The long list of "thou art" and "thou shalt nots" could even dwindle to a mind-easing level. Who knows, a lot of the pleasure of owning and operating an automobile might reappear.

Automobile drivers' 'slanguage barrier'

Ever wonder what your service station attendant means when he starts talking "slanguage" (the language of the trade)? Most drivers do when they pull into a service station with a problem only to have the attendant say, "Lady, your timing is off...". Well, he doesn't mean he's too busy to work on your car. It's a standard service station phrase. Here are some you might run into on your next trip and what they mean.

The term...	Doesn't refer to...	Correct Definition...
Poor timing	Social blunders	Your car is built so that the gasoline is electrically fired when the piston is in the right position. When the fuel fires prematurely or too late, the car won't operate smoothly.
Distributor	Your foreman	The distributor regulates the sequence in which spark plugs are fired to provide the power that drives the wheels. When the distributor is out of adjustment, the firing is off and the engine won't run smoothly.
Alternator	A politician for the election year	That's close. They're both involved in "current" events, but the alternator is the electrical power source that replaces the generator found on older cars. The alternator at your local power plant, provides electricity to keep things running.
Turn up	Musical volume	It's a series of adjustments made to make your car run smoother. It includes replacing the spark plug, condenser and points, and adjusting the carburetor.
Idle adjustment	Putting your hands on the steering wheel to work	Your car's idle - the rate the motor turns over at low speeds - is controlled by the carburetor. When the idle is set too high, the car is harder to start.
New points	Tips on social etiquette	The points are part of the mechanism controlling the firing of the engine. When the points are set too high, the firing is affected and the car is harder to start.
Spark plug	Barney Google's horse	You're getting closer. They do affect the horsepower! Spark plugs are ceramic and metal electrodes designed to permit electricity from the distributor to arc in the cylinder. The heat from the spark ignites the fuel. The heat then drives the piston down to provide power. Normal driving requires 4 to 6 electrodes, requiring periodic adjustments re-spark.

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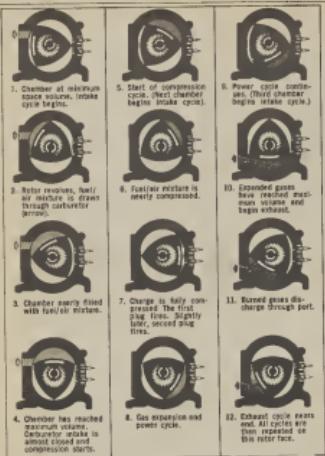
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New innovation

Rotary engines to enhance showrooms

Welcome to the rotary club — the rotary club of Dr. Felix Wankel, whose revolutionary new engine made its appearance in Germany in 1956, and is presently going into production in Japan for many automobiles in ten years.

The rotary-powered Mazda, made by Toyo Kogyo Company in Hiroshima, Japan, has already made its appearance in this country with the RX-2 sedan.

Experts in the automobile industry say there is a real possibility that domestic made rotary-engined cars will be in the nation's showrooms on a limited basis by 1974 or 1975.

Sooner or later, you may be driving in a car or even owning one of these remarkable cars, so you'll want to know a little about what makes the engine go.

It's a gasoline-burning, internal-combustion engine which uses rotary motion to drive the wheels instead of the up-and-down motion of a piston engine. If you were to take the cover off the top of the rotary and look down into it, you would see what looks like a triangle turning inside a chamber which is shaped like a slightly flattened circle.

Three Chambers

Each side of the triangle clocks off an arc of the circular chamber to form three smaller, crescent-shaped chambers. As the triangle, or rotor, turns, the positions of the three crescent-shaped chambers move around inside the large, circular chamber. The intake-compression-ignition-expansion-exhaust sequence occurs in the three crescent-shaped chambers, causing the rotor to spin.

The rotor, which turns not on its axis but in a slightly eccentric motion, is attached to a drive shaft to turn the car's wheels.

The rotary motion is almost vibrationless, and it constitutes one of the rotary engine's most significant advantages over the piston engine.

Ignition in the rotary is caused by two spark plugs. Because of

the rotary's characteristics, the plug has to function in a considerably short time and cooling cycle. To do the job properly an entirely new plug was developed by Champion Spark Plug Company. It has two ground electrodes instead of the usual one. In addition, a copper-coated center electrode is used to permit the better heat conductivity demanded by the rotary.

No Pistons

Dr. Wankel's creation has no pistons, as we said before; neither does it have a crankshaft, camshafts or valve gear. It is remarkable in that it uses about one-third the number of parts of a piston engine, or one-half the weight of the piston power plant, and develops the horsepower of a piston engine twice its size.

Reasonable fuel economy (on unleaded, low-octane gasoline) and acceptable oil consumption are characteristic of rotary engines.

What about service? If the engine is operated within the recommended range, the life of the seals and bearings should run between 60,000 and 100,000 miles. As the rotary state-of-the-art is perfected, that life should be extended.

After you've joined the rotary club you'll be pleasantly surprised to learn that for all its differences, the rotary still uses the same carburetor, wiring, tubing, alternator, ignition system, etc. as the piston engine. The same tools are used to take it apart and put it back together again.

And there's no problem of having to re-educate an entire service and supply force. Any competent mechanic should be able to service the rotary after a week or two of instruction.

BYU has more than 1,000 faculty members who hold degrees from universities in 40 states, District of Columbia, and six foreign countries. More than 54 per cent of the faculty members hold doctorates.

Caution urged on icy roads

Keep your speed down! Watch out for black ice. Pay attention to the road ahead. Drive defensively. Don't follow too closely.

These tips for driving in the snow were repeated over and over again by the Utah Highway Patrol.

When the roads are wet, icy, or snow-covered keep your speed down. Even if you can gradually build it up to 40 or 45 miles per hour, a little bump can send you into a skid.

If you should skid, don't slam on the brakes. When they lock all control is lost. The best thing to do is lightly touch the brakes, release, and touch again. Turn your wheel in the direction of the skid.

If you have a skid, the back end comes around. If the end is swinging to the right, for example, turn your wheel to the right. Don't freeze on the brakes.

Both skidding and rear end collisions can be avoided if the driver remembers that it may take up to nine times as long to stop on icy winter surfaces as on dry pavement.

Correct following distance: do not drive in a vehicle length for over 10 miles per hour, but that figure should be at least quadrupled under winter conditions.

In addition to braking problems, winter drivers should bear in mind that rapid acceleration on icy or snowy roads can cause trouble. Accelerate only when the tires

have begun to grip the road surface.

Getting stuck in the snow is another problem. With a standard shift, a rocking process caused from shifting from reverse into first helps. But for automatic shifts, that doesn't work. Give the car the smallest amount of gas to make the wheels turn slowly. Don't gear it. If the wheels move too fast they'll dig themselves in deeper or turn the snow beneath them to ice.

Studs on snow tires are not legal. They damage the roads. According to the highway patrol, studs actually help only about two percent of the time. When the roads are clear, the metal pieces cause cars to stick to the pavement. However, caution is needed on the back tires. To achieve this, carry something heavy over the back tires.

Winter driving requires greater attention to the problem of seeing and being seen. A bulletin from the Canadian Safety Council says: All windows should be cleared of snow, even if the driver has to stop in a snowstorm to clear them.

Front and rear lights should be visible at all times. Because winter driving conditions are often dirty, windshield washers should be maintained at the ready with the inclusion of anti-freeze solution.

When snow drifting makes driving impossible, motorists should wait it out for snow plows. But they should ensure there is some air circulating to prevent

gassing by carbon monoxide, the silent, odorless killer.

"There are usually a lot of accidents after the first storm," said the highway patrol. "Towards the end of the season students have been able to adjust to a new way of driving."

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It's more than just a slogan.

Much more. Winter tests on motorists' cars showed that untuned cars had over twice the "won't starts" tuned cars had.

A major reason for this is worn spark plugs. They demand twice the voltage of plugs in good condition. And on a cold day, your battery supplies less voltage. When the supply

can't meet the demand, your car won't start. No matter how hard you try.

So please consider our "slogan" and see your mechanic for his engine tune-up now—before trouble strikes. You'll enjoy dependable starts. Plus better acceleration and gas mileage. And reduced emissions, too.

Unique winter starting tests certified by the United States Auto Club involved 110 motorists in Sparta, New Jersey. Half of their cars were given a tune-up while the remaining cars were left in "as is" condition. After three months of normal use, the untuned cars had over twice as many "won't starts" as the tuned cars. The untuned cars averaged 5% poorer gas mileage, too. These wasted gas dollars—plus the cost of just one "won't start" service call—could just about pay for a tune-up!



FUTURE AUTO TECHNOLOGY INCREASES CAR SAFETY

The Automotive Information Journal, supported by the segments of the motor vehicle and motor vehicle service industries, or several months has been gathering data about current accomplishments and future technology and service refinements planned by the industry. A few innovations which today may become an integral part of your vehicle include:

A braking system which permits straight-ahead controlled stop without skidding or sliding even in wet pavement during a "panic" stop.

A device to aid in steering which automatically compensates for wind gusts and chuck holes, adapted from our space guidance systems.

A unit on the dashboard which monitors tire pressure while driving, activating a warning light if a tire with the pressure on the tire falls below the prescribed level. One study shows that a tire under-inflated by nine pounds of pressure loses 52% of its life. In 1970, according to the same study, underinflation wasted an estimated 13 billion tire miles.

These are but a few of the more sophisticated innovations which may be available on the vehicle of the future. For example, a man who has stayed "one, so many" waves through the open door and lunches into his parked car. He's heading home, or he thinks. But in order to start the car he must first correctly

Easy cure

Morn brakes

Do you ever have the feeling at your brakes aren't working when you first apply them in the morning? You may feel your pull to one side. Braking may be erratic, uneven. Or maybe you feel it takes longer to stop. Or you may feel a need to stop frequently without cause. If you have experienced these symptoms, don't worry! Our brakes probably have a touch of morning sickness. All automotive braking systems use action to stop the car. This action is created when the brake lining presses against the braking surface (brake drum or disc brake). Ideally, the brake lining should be dry when you stop. If you have disc brakes - should dry. That's when the maximum coefficient of friction will be developed and the brakes will work best. But sometimes moisture from overnight dew or extremely humid air gets on both the brake lining and the brake drum or rotor surface. Usually a little braking action will cure this disease. If you are one of our parking space or driveway first brake application may be that's needed to drive off the posture. When you apply your brakes the friction created when the lining and drum or rotor surfaces come together builds up heat. This heat usually warms the braking surfaces just enough to evaporate the moisture! If moisture buildup is heavy, however, you may experience the effects of uneven braking. The best way to avoid such brake warming sickness is to apply only brake pedal pressure for a distance of about 50 feet - 6 to 7 car lengths - while moving forward at about 10 to 15 mph. If you do this you'll warm up your brakes and condition them to work perfectly when you need to stop.

pinch up his personal five-digit identification number on a small dashboard computer.

If successful, for a two-second interval another set of numbers totally foreign to him appears which he must memorize and duplicate on the computer. He has three chances at the second test. Correct answers will activate the ignition system.

He can then start the car by pushing another button which also activates the computer into a self-test mode. The car driving diagnostic system tests vital driving systems, reporting any signs of trouble. If unsuccessful with either test, no one can start the car for at least one hour.

For fetched? Not at all. The technology is here. The "psychological tester" designed to prevent drunk drivers from starting their automobiles and to reduce accidents approximately one of many new systems in various development stages by motor vehicle and vehicle component system manufacturers.

As one of the most important industry products is the new breed of service technician equipped with the ability to maintain today's sophisticated power systems and those engineered for future vehicles.

To supply this enormous need, vehicle and component manufacturers are re-training tens of thousands of experienced technicians every year. The vocational schools, and colleges are graduating thousands of young men annually who will become tomorrow's technicians.

And as the number of vehicles on the road grows each year, the increasing demand for service manpower demand by working closely with schools at "career day" assemblies, advising administrators and instructors on new teaching procedures, and providing industry sponsored schools.

Powersteer flaws diagnosed

Safe winter driving insurance involves many pre-season checks, but one vital system that's often overlooked is your car's power steering.

How can you tell when something's wrong? It's easy. You can feel trouble. You can hear trouble. And, you can see it.

Your hands on the wheel are a pretty sensitive indicator of steering problems. Does your car steer hard in one or both directions? After you make a turn, does your car "straighten out" readily? Does your car "wander" on the driveway?

Trouble is easy to hear, too. Any rattling, chattering, knocking, squeaking or howling you hear when you make a turn indicates a problem.

Next time you park your car for awhile, check the pavement under your car. A spot of slippery-feeling fluid on your garage floor or driveway could very well be hydraulic fluid that's dripped from your power steering system.

Do you know how often to have your engine tuned, how to start a flooded engine and what causes your engine to keep running after you've turned off the ignition? If you do, you're a pretty "with it" motorist. If you don't, you've got a lot of company.

Questions on tune-up, hard starting and after-run gave viewers

Quiz stumps

the most difficulty in the recent National Automobile Trouble Quiz. The television quiz, produced by the Fram Corporation, was aired nationally and posed questions on car maintenance to the audience.

Three groups of drivers - driver students, their parents and

members of the Sports Car Club of America - served as a cross-section of the motoring public in answering the quiz questions.

One question, "How often should you have your car tuned?" stumped more than half of the panelists. They failed to guess the correct answer which is: "Once a year for cars that travel an average of 12,000 miles."

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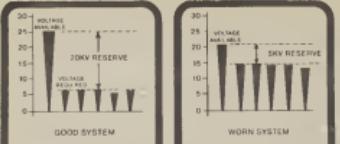


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Tire upkeep means performance



"Voltage Available" in your car's ignition system, can sometimes become overdriven. Chart (left) shows a healthy system with 25 KV available (5 KV required to start a cold engine). The "outgo" is 20 KV. The "good" car has a 5 KV "reserve." The "worn" car has less "V.A." though with old spark plug, more is needed. Chart (right) shows such a system with 20 KV available (15 KV required to start and only 5 KV reserve). Avoid ignition bankruptcy ... let your favorite service man check your "voltage account."

Stop ignition bankruptcy

Wouldn't you know that day you couldn't get your car started you also got a letter from your bank saying your account was overdrawn?

Strange as it may appear, there is a parallel between these two unfortunately common misfortunes.

It's easy to see why you got that overdrawn from the bank. Your income couldn't match your outgoing. The same thing probably occurred inside the engine of your car and resulted in the starting trouble, says Champion Spark Plug Company.

System Explained

The ignition system income is called Voltage Available. In simple terms, this is the voltage that is provided by the electrical system and beefed up by the coil to fire the spark plugs. The "outgo" is called Voltage Required, or the juice needed to fire the spark plugs efficiently.

A healthy system would provide about 25,000 volts to the plugs. When the plugs are in good condition, they require about 7,000 volts to fire. All things being equal, there should be plenty of Voltage Reserve in the ignition bank.

Even with your engine in top condition, when winter comes there is an extra strain on your car's starting ability. Cold or damp weather takes its toll. For example, at freezing temperature,

V-belt check

If your car has power steering and when you make a hard turn you hear noise like the squeals of a wild banshee coming from somewhere under the hood, chances are pretty good you have a set of V-belts that are loose. And loose belts could also be the reason why your air-conditioner didn't cool up to par last summer — or why your generator or alternator isn't charging properly, or your engine is overheating.

Fan, water pump, power steering, air-conditioning, generator or alternator — all these are operated by V-belts. And to do them job efficiently, The Gates Rubber Company says these belts must be tensioned properly, to factory specifications.

Your service technician can provide this service.

You can easily check the belts yourself. With engine off and hood up, press down with your thumb on the belts midway between the pulleys. If there's more than just a little give, the belts are probably too loose. But, unless you have the proper equipment and are especially handy with tools, let your serviceman do the replacing.

The battery is only working at 60 percent of its strength.

So there is less voltage available.

Deteriorated ignition system components also cut into the voltage available to the spark plugs. For example, spark plug wires that are worn or cracked leak away vital voltage. Distributor components like points, rotor and cap must be in top condition to help provide a healthy spark.

When Voltage Needed

Fresh spark plugs should be able to function well even with reduced voltage available. But when the plugs themselves are worn, the voltage requirement goes up. A set of plugs which 10,000 or more miles usage can require several thousands more volts to fire them. If they are badly fouled, they may not even fire at all.

Traffic lights
for new cars

Imagine a world without traffic lights and think of the total confusion that would result.

If a proposed bill passes the U.S. Congress, every car manufacturer will have its own version of traffic lights mounted on the rear end.

Should the proposal become law, automobiles would be equipped with a Tri-light system. The lights would signal the actions of the driver to other drivers in cars to the rear.

This light cluster would include the following:

1. The present rear red lights which signal the application of brakes.

2. Two rear amber lights that are activated when both the gas pedal and brake pedal are not depressed. (Or when the driver is about to stop or about to start up again.)

3. Two rear green lights activated by a depressed gas pedal. (Or when the driver has started up again.)

4. Amber rear turn signals, interlocked with the amber lights in point 2.

It is estimated the system would cost \$15 per car.

Purpose of the systems is to create more exact communication between drivers. It is hoped by proposers of the legislation that the number of rear-end collisions would be markedly reduced.

General and unexpected upkeep costs in maintaining a car while being a student drains many a pocketbook. But with cold weather approaching, it is important to have your car running at its best. Care of your car's tires is essential in helping maintain its quality performance.

When did you last have the tires on your car checked? A carriage is no good without a horse to pull it. Likewise, a car is of little use without four wheels to move it along.

Has your car been treadling on them lately? It might be wise to check and find out. Are the tires properly balanced? Correct air pressure and proper front wheel alignment are also important

factors in the car's general performance.

There are several types of tires available at minimal cost. These are recommended for the student on a limited budget.

Ripped tires perform well for use in local driving. An average cost per tire is approximately \$13. The recaps costs less per mile to run than a new tire. Life expectancy runs in the neighborhood of 14-15,000 miles. The belted radial tire should also be considered. Tires are recapped tires for around \$15. Added safety and more shock absorbers are received from the radial tire.

Included in the range of lower priced tires is the 4-ply nylon variety. 17,000 miles can be

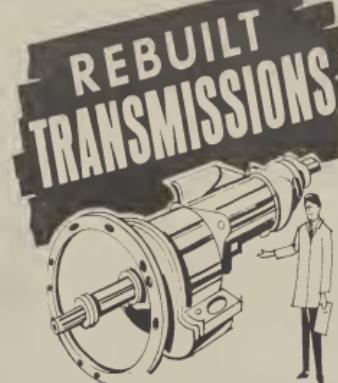
driven on this tire. Cost is in the area of nineteen dollars.

Though more expensive, the poly-glass tire provides a good deal of mileage. There is about thousand miles per dollar for car and 30,000 miles is possible on set of these tires.

Be careful this winter. Protect your investment. Drive in safety.

Winter-tanks' a lot

One protection against starting trouble in the winter is to keep your gas tank full as possible at times. This action will help keep water vapor in the tank from freezing and thus blocking the fuel line.



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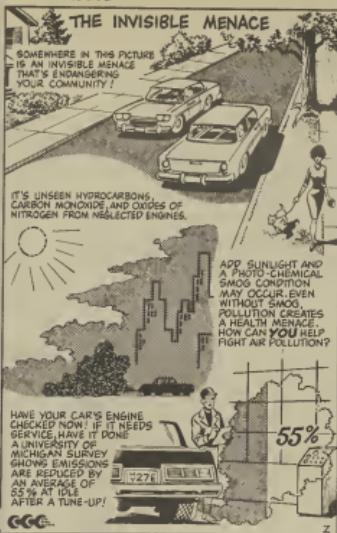
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AUTO FACTS**Honda termed true mini-car**

American Honda Motor Co. Inc., which supplies about half of the motorcycles sold in the U.S., also makes cars. The Honda coupe, new companion to the Honda sedan, is termed by some people in the auto industry, "the only true mini-car."

All Hondas are being sold in the north Central area. In Honda automobiles moved into what is otherwise national distribution last October. The company sold 2,000 units last year (a 300% increase over 1970) and expects to sell between 24,000 and 0,000 this year.

All ad dollars are spent through the factory or factory-dealer cooperative fund. There are no sales generated funds produced by the factory's agents, and made available for dealer use. The factory expects to spend about 2,000,000 for advertising in 1972, excluding cooperative money. Honda has been using national magazines and spot television in six markets, however, three of the markets are Los Angeles, San Diego and San

Francisco, which clearly shows the importance of California in marketing plans.

The advertising is aimed at promoting Honda's image as an "anti-status symbol," an image held by Volkswagen in the early 1960s. Unusual, but true, the Honda's major competition is used cars. The Honda market is 18-to-24 year-olds, with 80% of sales to people under 25 and almost half the sales to people under 25. The buyers are more concerned about price than comfort or engine size. Often, like used cars, the Honda is purchased as a first car for a single person or a second car for a young couple.

Brubaker?

Although Southern Californians have been quick to buy cars made elsewhere, local company Brubaker Industries Inc. is counting on Angelenos to take an interest in a car designed and built here.

After months of delay, the company set this month for the start of production. The vehicle has been in design about two years, and original plans were to start production of (one vehicle a day) in February.

People who have seen the prototype aren't sure what to call it, because whether it is a car, van, camper, sports car or station wagon will depend upon how the owners decide to use it. The vehicle will include a fiber glass body with a Volkswagen chassis and power plant, and is expected to carry a price tag of \$3,995. Alternative power plants, such as Porsche or Corvair are expected to be offered eventually. The basic body is a one-door van, with or without sun roof.

The interior of the vehicle can be adapted easily to what the owner wants, whether a lounge or bedroom, or no seats.

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For those of you who are about to buy your first small car, the above information should prove invaluable.

After all, when it comes to small cars, you can't fool a European.

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